

The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST

FINE

Barometer 30.10

Temperature 6 a.m. 57° p.m. 63°
Humidity 77° 69°

February 23, 1915. Temperature 6 a.m. 63° 2 p.m. 71°
Humidity 94° 80°

February 23, 1915

TUESDAY, FEBRUARY 23, 1915.

二〇一五年二月二十三日

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2830 日初月正

TO-DAY'S LATEST WAR TELEGRAMS.

RUSSIAN RETREAT ENDED.

BOMBS THROWN ON CALAIS.

Russian Success in Gallie.

[Reuter's Service to The "Telegraph."]

Allies' Ups and Downs.

Feb. 22, 5.55 p.m.
A Paris communique says:—There is nothing important to report as to the position in Argonne. We carried an enemy trench on the outskirts of Chappuy, and moved forward our positions. We won ground in one place at Eparges, and fell back slightly in another.

German Suffer Heavy Losses.

There have been infantry engagements on both banks of the Flecht. Three German regiments engaged our advanced posts, which fell back on the main line—which is strongly occupied. The Germans attacked in series, deep formations, thus suffering heavy losses.

Good Russian Recovery.

Feb. 23, 1.35 a.m.
Reuter's correspondent at Petrograd says that the communique reports isolated fighting on the right bank of the river Bzura and Narow, the guns of Osovoia fortress effectively assisting the fighting in the district.

We captured Evadkno, on the Lomza Road, after a fierce battle. The enemy took the offensive in great force in the Poznan region, where we captured several villages, and five hundred Germans. Repeated Austrian counter-attacks east of Lupkow, in the Carpathians, have been repulsed with enormous loss. We attacked and defeated the Austrians south-east of Stanislaw, in Eastern Galicia, capturing fifteen hundred prisoners.

Russian Retreat Stopped.

Feb. 22, 6.20 p.m.
Reuter's correspondent at Amsterdam reports that a Berlin communique, published this evening, says that the pursuit of the Russians after the winter battle on the Masurian Lakes has terminated.

Zeppelin Bombs Calais.

Feb. 22, 8.30 p.m.
Reuter's correspondent at Calais says that at 4.15 o'clock this morning a Zeppelin dropped bombs into the town, killing five people. There is no panic.

(Official Telegram from the French Government, through Peking.)

Feb. 22.
On February 20 cannonading prevailed from Belgium to Rheims. The French action is still proceeding with good results in the Champagne region. North of Perthes we repulsed several counter-attacks, and occupied a wood strongly organized by the enemy.

After repulsing a sixth counter-attack by the Germans at Eparges, south of Verdun, the French troops were able to complete their progress of the 19th, taking up three machine guns, two "minenwerfer" and capturing 200 prisoners, including several officers.

Numerous killed remained abandoned on the battlefield, including soldiers belonging to five different German regiments. In the Vosges we repulsed three attacks on the right bank of the Flecht and afterwards we counter-attacked.

(Havas Telegram.)

Feb. 21, 6.20 a.m.
A few infantry actions took place in the Ypres sector, where we took trenches which had been occupied by the enemy for a little while.

The Germans abandoned hundreds of killed on the ground, our losses being slight.

In the Champagne region we maintained all our gains, two German counter-attacks failing.

In the Vosges, we repulsed three counter-attacks, one on the north bank and two on the south bank of the Flecht. Counter-attacking afterwards we made a good advance. Fighting is still proceeding.

Beginning to make effective their threat of an English Coast blockade, a German submarine torpedoed yesterday a Norwegian oil tank steamer, the Baldridge, bound for Holland. The Norwegian Press is making a huge protest.

LATEST WAR TELEGRAMS.

The Recent Russian Reverse—Further Details.

Feb. 22, 5.15 a.m.

An official statement from Petrograd says that only isolated elements of one corps escaped when the tenth army was forced to retreat from East Prussia in consequence of the advance of enormous German forces. The remainder of the army, fighting ceaselessly for nine days in deep snow, reached positions previously prepared. Battles are now in progress in the vicinity of Osovoia and between Plotk and Plonsk.

The Evelyn—Details Wanted.

Feb. 22, 5.15 a.m.

Reuter's correspondent at Washington states that Mr. Bryan, Secretary of State, has requested the ambassadors in London and Berlin to send details as to the sinking of the Evelyn.

Japan's Demands on China.

Feb. 22.

In the House of Commons, Mr. Lynch asked Sir Edward Grey whether the Government had taken any steps to secure commercial freedom for China in view of the apprehensions entertained in consequence of Japan's demands.

Sir Edward Grey replied that no representations on the subject had been made. The Government would naturally take British interests into account and consider, when necessary, what would be required.

Sir Edward Grey added that he was unable to communicate to the House particulars of the Japanese demands, of which the Government had been confidentially informed by Japan.

(Official Telegram from the British Foreign Office.)

The Russian Operations.

Feb. 20, 1.40 p.m.

The following is a summary of Russian official reports from February 16 to 19:—

In the East Prussia district the Russians are gradually retiring in good order toward Osovoia from the region of Augustowo, where stubborn fighting took place.

Severe fighting also took place around the Sierpo-Plock roads. The enemy has reached the front formed by Plock and Raciez.

In Central Poland calm still prevails. An attack by the enemy against Zylin, on the Bzura, was repulsed.

In Galicia the Russians made progress on the left bank of the San, taking over 800 prisoners.

Attacks by Germans against Koziowa and Wyszow Pass were repulsed with heavy losses by the enemy.

The enemy's attempt against the Russian position in the region of Lubna-Studenka was defeated and the Russians took 1,400 prisoners with 4 machine-guns.

The Austrian movement against the Danajoc front was driven back. The Russians captured the height to the east of Lupkow Pass at the point of the bayonet. Also a small redoubt was captured by the Russians to the east of Ussok Pass, all the Germans defending it being killed.

All German counter-attacks in massed formation were defeated with great losses. In the Wyszkow region sanguinary fighting continued. During the 17th and 18th inst. the Russians took over 2,000 prisoners and 6 machine-guns. An official statement issued at Petrograd denies a recent Austrian report concerning the fighting in Bukovina. The Russians being in a great minority have withdrawn beyond the Pruth, but Austrian claims to 12,000 prisoners are entirely false. The total Russian forces engaged did not reach this figure. The actual losses were 7 officers and 1,007 soldiers killed, wounded, and missing.

The Bombardment of the Dardanelles.

Feb. 21, 4.30 p.m.

The Admiralty announces that yesterday morning a British fleet of battleships and battle-cruisers, accompanied by flotillas and aided by a strong French squadron, the whole under Vice-Admiral Carden, began an attack upon the forts at the entrance to the Dardanelles. The forts at Cape Sellen and Kum Kale were bombarded with deliberate long range fire and considerable effect was produced on two of the forts. Two others were frequently hit but being open earthworks, it was difficult to estimate the damage. The forts, being outraged, were not able to reply to the fire.

LATEST WAR TELEGRAMS.

At 2.45 p.m. a portion of the battleship force was ordered to close in and engage the forts at closer range with secondary armament. The forts on both sides of the entrance then opened fire and were engaged at moderate ranges by the Vengeance, Orville, Triumph, Suffren, Oualois and Havet, supported by the Indefatigable and Agamemnon at longer ranges.

The forts on the European side were apparently silenced, but one fort on the Asiatic side was still firing when the operation was suspended owing to failing light. No ships of the allied fleet were hit. The action has been renewed this morning, after an aerial reconnaissance. His Majesty's aeroplane ship Ark Royal is in attendance with a number of seaplanes and aeroplanes of the Naval Wing.

French Reports.

(Official Telegram from the French Government, via Peking.)

Feb. 21.

On the 19th, the Germans bombarded Nieuport and the sandhills; the range of their guns was effectively counter-balanced. They engaged important forces east of Ypres, delivering an attack which was ultimately repulsed with heavy losses for them.

During the night of the 18th, five counter-attacks delivered by the Germans in the Souain, Perthes, and Besenoy regions were repulsed, the Germans failing to retake the trenches previously lost. The French made progress in the same region. In the last few days, the Germans have sustained very severe losses, and prisoners are reporting that in the last attack a battalion was entirely annihilated.

Four German counter-attacks were stopped at Eparges by French artillery fire, which caused fearful damage in their ranks. Numerous German corpses were heaped on the ground. In the Vosges, the Germans, after succeeding in obtaining a footing on Hill 607, between Luce and Wisembach, were thrown back in disorder.

(Havas Telegram.)

Feb. 20.

French Government Stock now stands at Fr. 69.15. The enemy bombarded Nieuport, we answering very effectively. The Germans sustained very heavy losses in an attack repulsed yesterday at Ypres. Rheims has again been bombarded.

We repulsed five counter-attacks delivered by night in the Souain, Perthes, and Besenoy regions.

It is confirmed that the Germans sustained very heavy losses during the last few days' fighting in the Champagne region, one battalion being entirely annihilated.

We maintained our positions on the heights of the Meuse and in the Vosges, repulsing all counter-attacks. An Anglo-French fleet destroyed the Dardanelles forts on the Asiatic side and also bombarded all the forts situated on the European side.

GOLFERS AND THE WAR.

Well-Known Players with the Forces.

An interesting list of golfers who are serving with the forces has been compiled by the various club officials. Many of the clubs have given a bonus to their employees joining the Services, and all are guaranteeing their men's places after the war.

The Royal St. George's Club, of Sandwich, has a wonderful list, comprising, even in its incomplete state, ninety-one names. Three members, all well-known golfers, have been killed in action—O. K. Anderson, B. D. Harding, and Julian Martin Smith—while among others now serving are such players as the Hon. F. S. Jackson, H. L. Doherty, V. A. Pollock, Lord C. Hope, and the Hon. O. Scott.

Walton Heath sends, among others, seven leading players—Robert Maxwell, twice holder of the amateur championship, John Graham, Norman E. Hunter, Captain C. A. Hutcheson, Angus V. Hambro, O. C. Deven, and E. M. Beaumont.

The Royal Wimbledon Club has a list of forty-four, among them D. L. Grant and V. R. Hoare, the old Eton cricket captain.

The East Devon Club has twenty-four, including E. C. N. Palatret, the secretary and erstwhile Somerset cricketer. Quite a number are already in India and four are at the front.

Sixty members of Banstead Downs are serving, including nine caddies and twenty artisans; two members are prisoners in Germany, while Major R. O.

Delagiere, who is serving with the 31st French Artillery, has been "Noticed for courageous action."

Chislehurst sends twenty-six, Ashford Minor nineteen, including Captain A. Berners, of the Irish Guards, and Captain E. M. B. Stacey, of the Buffs (killed in action).

Cambridge University contributes, among others, O. Gardiner-Hill and R. G. O. Yarbrough, the latter having joined the Irish Guards.

The North is in no way behind the South. The Carlisle Club's list number twenty-seven, among them E. J. Lamb, who has been killed.

Alloa has an excellent list, including D. H. Outthert, of the 7th Argyllshire and Sutherland Highlanders, who won the Clackmannan County Championship for 1909.

The Royal Aberdeen Club takes a foremost place, eighty-six of its amateur members, besides a number of its employees, serving with the Regular or Territorial Forces.

Irish clubs, too, are contributing their share. The Royal Belfast Club has a roll of twenty-three holding commissions in the Navy or Army, among the number being Lieutenant-Colonel Craig, M.P.

Allice Memorial Hospital. The Hon. Treasurer of the Allice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—Noronha & Co., \$15; Hon. Mr. J. H. Kemp, \$10; J. W. \$10; J. Lemm (2nd Sub.), \$10.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED

Replying to questions regarding Japan's demands on China, Sir Edward Grey said the Government would naturally take British interests into account.

Sir Edward Grey says the British Government has been confidentially informed of Japan's demands on China.

An official Russian statement says only isolated elements of one Corps escaped when the Tenth Army was forced to retreat from East Prussia.

The remnant of the Russian Tenth Army which was forced out of East Prussia has been fighting ceaselessly for nine days in deep snow.

Mr. Bryan has requested the U. S. Ambassadors in London and Berlin to send details concerning the sinking of the Evelyn.

A British Foreign Office statement regarding the bombardment of the Dardanelles appears elsewhere.

A summary of Russian operations from the 18th to the 19th inst. is given on this page.

NEWS.

Further Notes on the Crisis appear on page 4.

General news and a report concerning the German cruiser Karlsruhe appear on page 3.

"Our Contemporaries" appears on page 2, Commercial News on page 9 and Log Book on page 6.

Further Increase in Freight. News has reached Ceylon that the Homeward Freight Conference sitting in London has decided upon a further increase in freights, to take effect from March 1. The increase will apply to all ports and Colombo will not suffer more severely than will the Indian and Far Eastern ports.

British Ships and Tientsin. British ships are now allowed to enter and clear the port of Tientsin once a week, provided that the ships get the permit of the military garrison at Tientsin.

Health of the Colony. The return showing the number of cases of communicable disease which have been notified as occurring in the Colony for the week ending February 20 is as follows:—2 cases of cholera; both fatal and both imported (Japanese); 4 of diphtheria—one Dutch imported and the rest Chinese—two of them fatal; 1 fatal case of puerperal fever (Chinese) and 1 small-pox case (Filipino, imported).

DON'T FORGET.

TO-DAY.

Bijon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Italian Grand Opera Co.—Theatre Royal.

TOMORROW.

Bijon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Italian Grand Opera Co.—Theatre Royal.

H. K. Jockey Club Race Meeting.

Friday, February 26.
The China Provident Loan and Mortgage Co., Ltd.—Meeting—11.30 a.m.

Saturday, February 27.
Concert in aid of Allied Forces' Tobacco Fund—Theatre Royal—9 p.m.

Thursday, March 5.
Hongkong Horticultural Society's Annual Show—Botanic Gardens.

Friday, March 6.
Hongkong Horticultural Society's Annual Show—Botanic Gardens.

NOTICES

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Hongkong, 16th August, 1910

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to No. 14, Graham Street, 1st floor.

Hongkong, 29th Jan., 1912.

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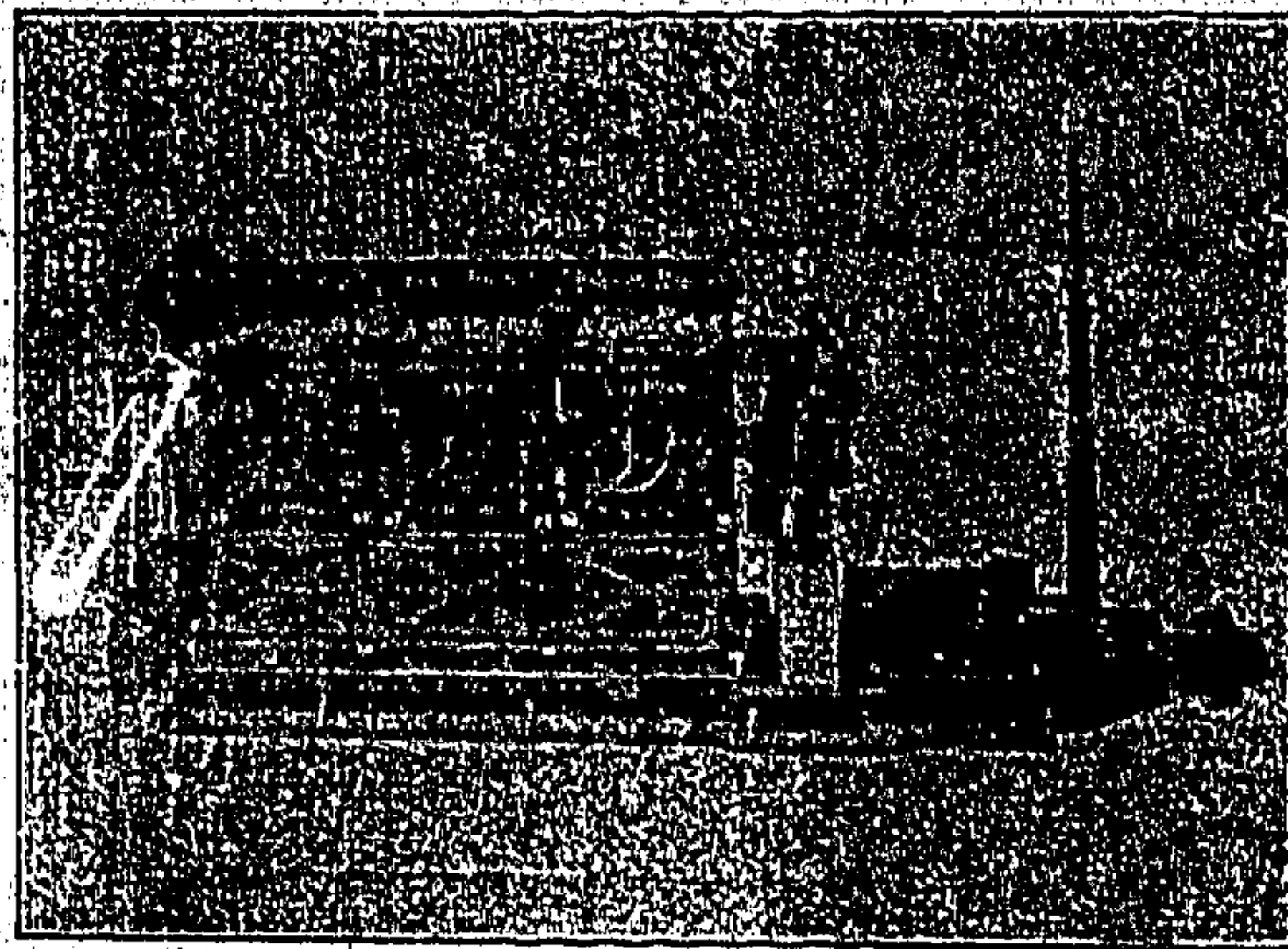
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South China Morning Post.

The Sinking of Our Ships.
It is significant in connection with the sinking of the Downshire, a small coaster of 300 tons, that the submarine fired three shots across her bow and afterwards the officer in command went on board and with the aid of a bomb sank the vessel. There is method in their madness at last, for many critics have wondered why there should have been reckless expenditure of torpedoes on defenseless ships. These weapons of modern warfare are expensive toys when the same end might easily be achieved by means of a bomb. The policy of economy seems now to have commended itself to the German Naval authorities, even in this direction. We are not depressed over the loss of small vessels flying the British flag. The policy of eternal vigilance which has characterized the British fleet will yet be rewarded and, with patience, we shall yet learn of the absolute clearance of the seas of everything that flies the flag of the most despised nation on earth to-day.

Daily Press.

An Historic Parallel.
In the meantime the Low Countries now, as in the days of Philip, bear the brunt of the struggle. When the Prince of Parma forced Antwerp to surrender and thus finished the reconquest of that portion of the revolting provinces which now forms Belgium, he completed the ruin of the country. Antwerp, which had been one of the most flourishing centres of trade in the world, became, in Parma's words, "poverty-stricken," and Antwerp was but a sample of the condition that all the other cities had fallen into. Where they had formerly been among the most opulent cities on the Continent they are described under Spanish rule as "mere dens of thieves and paupers." The fact, of course, was that the intelligent and industrious portion of the population, rather than suffer under Spanish rule, had migrated to England and Holland, while the Spanish army ate the country bare as the German army is doing to-day. Will German Kultur prove more acceptable to an alien people than Spanish culture proved two hundred years ago? Reports go to show that it will not, and that the influence of the religion of militarism is no less deadening to a country than the religion of bigotry.

China Mail.

The Effect of War on Shipbuilding and Shipping.
The past year's output of merchant tonnage in the United Kingdom is 305,000 tons less than in the previous year. This, as was indicated in Lloyd's returns to which were recently referred, was anticipated, because the year opened with declining freight and the prospect of greatly reduced demands from shipbuilders. Freight continued on the downgrade; then came the war with staggering suddenness. There was at once a paralysis of overseas trade. This was checked by the Government scheme for covering war insurance risks. As the Navy soon established the command of the sea, the general conditions quickly improved, and overseas trade was resumed on all routes with comparative freedom from anxiety, except for short periods in certain parts, due to the raiding of the enemy's commerce-destroyers. This, however, has now ended. Freight has gone up to a great extent; in some cases from 50 per cent. to 100 per cent.

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GENERAL NEWS.

Fire in the New York Underground.
New York, Jan. 6.—To-day the entire Underground Railway service was disorganised by an outbreak of fire in 53rd Street. Hundreds of people were going to work and a panic ensued, one person being killed and no fewer than 200 injured. The police and firemen were called out and many rescues were effected through the gratings. Those who had been imprisoned in the tube nearest the seat of the fire fought frantically to get out, and many who were extricated had most of their clothing torn off in the struggle.

Tipperary in Malay.
Tipperary tempah yang jauh,
Tempat yang jauh kita pergi;
Tipperary tempah yang jauh,
Dengan "Chinta" di-hati.

Tabel Piccadilly.
Slamtinggal Leicester Square;
Tempat yang jauh itu Tipperary.
T.T.G. in the Singapore Free Press.

Abdication of an Indian Prince.
His Highness Sir Sri Rama Varma, G.C.S.I., G.C.I.E., Rajah of Cochin, who has just completed his 62nd year, has abdicated the rulership he has held since October, 1895. In a message to his subjects he states that he has been for some time feeling the strain of administration rather severely, and the desire for peace and rest has been steadily growing upon him. It is understood that his Highness, who is an orthodox Hindu, intends to devote himself to religious meditation.

Panama Rioting.
Washington, February 16.—A serious riot between soldiers and police has taken place at Panama according to a cablegram which Secretary of War Garrison received from the Canal Zone authorities to-day. Several hundred men took part in the riot and several companies of infantry were finally ordered out to quell the disturbance. Twenty-three Americans were injured and one policeman was killed. A searching enquiry into the cause of the riot has been ordered by Secretary Garrison. Soldiers who were involved are in custody.

Miss Fern Rogers Apologises for Pro-German Talk in Britain.
London, Jan. 9.—Miss Fern Rogers, the American actress, who was forced to give up the leading role in the Drury Lane pantomime, "The Sleeping Beauty," because of her pro-German utterances, writes a long statement in to-night's *Weekly Dispatch* headed "My Apology to the British People," in which she says, in part: "While playing in Germany I learned to appreciate the good qualities of the German people, among whom there were good ones and bad ones, as in any other nation. They certainly treated me with every kindness and courtesy, and it would have been the basest ingratitude on my part to have refused to acknowledge this. When I started rehearsals at Drury Lane I found that, apart from the pantomime itself, the only topic discussed was the war. Unless I chose to allow myself to be considered tongue-tied, I had to discuss the war. I certainly did join in the discussion, and it is perfectly true that I said I had a liking for the Germans, but I said it without any intention to give offence. It would have been more tactful not to have emphasised my liking for the German people."

New Lieutenant-Governor of Burma.
The King has been graciously pleased to approve the appointment of Sir Spencer Harcourt Butler, K.C.S.I., O.I.E., to be Lieutenant-Governor of Burma in succession to Sir Harvey Adamson, who will shortly retire on the expiration of his term of office. Sir Harcourt Butler, who was born in 1869, was educated at Harrow and Balliol College, Oxford. He is a son of Mr. Spencer Butler, Master of Trinity, and, like all his brothers and cousins, had a distinguished University career. In 1910 he was appointed a member of the Council of the Governor-General of India, and has since 1913 been Vice-President of the Council. He was created K.C.S.I. in 1911.

If you have lost your appetite one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

NOTICE.



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MOUTRIE'S.

THE MONGOLIA.

Badly Knocked About at Sea.

Delayed by a terrific gale between Yokohama and Honolulu, the Pacific Mail steamship Mongolia, Captain Emory Rice, has arrived from the Orient, says a San Francisco paper. There was nothing about the big ship to indicate that it had passed through one of the worst storms ever experienced on the "Sunshine Route," but, according to the skipper, he had never experienced such severe weather since he started to cross on the Pacific Mail ships.

It was on Friday, December 18, that the gale began and it became necessary to bring the liner about and remain hove to for seven hours. Before this the doors of the after wheelhouse were smashed, some of the lifeboats broken, and the sea swept over the decks and flooded down the ventilators and down into the steerage quarters.

Swept by Mountain Seas.

Even after the vessel was hove to the mountain seas continued to do damage. They rose high over the bows and broke with fury forward, and the telegraph casings on the bridge were torn away, a portion of the starboard rail smashed, three portholes broken, and then the biggest sea of all swept over the boat deck, high above the water, and carried the piano and a score of passengers across the deck and against the rails.

None of the travellers was injured and the drenching was taken as a joke. Thereafter the passengers remained off the decks until the gale abated. Leaving Honolulu the weather was pleasant, but the delay of seven hours made it necessary to remain in Honolulu longer than had been intended and an extra day was added to the time of the voyage. The Mongolia brought a total of 687 passengers, of whom 185 were in the first class, 70 in the second class, and 422 Asiatics in the steerage.

Valuable Silk Cargo.

The Mongolia brought a big cargo, there being 13,500 measurement tons stowed away beneath the hatches. This included raw and manufactured silk to the value of \$2,500,000, one of the largest consignments sent across the Pacific for some months. Owing to the decrease in the number of regular freighters now engaging in the trade between this Coast and the Far East all the China liners are handling capacity cargoes.

Two days out of Honolulu the Mongolia encountered and spoke the schooner Emigh, en route from Newcastle to this port with a cargo of coal. The schooner was nearly out of provisions and a fresh supply was sent on board by Captain Rice. The Emigh will probably arrive here in about two weeks.

THE KARLSRUHE.

Is She Sunk?

Montreal, January 12.—A description of a naval battle off Grenada, British West Indies, is given in a letter received here to-day from a person who asserts that he was an eye-witness, and that, in his opinion, the German cruiser Karlsruhe took part and was sunk. "The letter was dated Grenada, December 3, and the writer asserts that after the battle a life-boat came ashore marked 'S. M. S. Karlsruhe,' together with wreckage and barrels and food-stuffs. He further writes that fishermen had brought the news that they had met dead bodies floating in the vicinity of the battle, numbers of candles marked 'Kaiser Light,' boots with feet in them, helmets, and other wreckage. The letter reads as follows.

Text of the Letter.

It may interest you to know that on Wednesday evening, the 25th ult., while at my house, situated on a ridge overlooking the sea to the north of Grenada, I witnessed a naval engagement, which was undoubtedly carried on between more than two warships. The action lasted, as far as I observed, from 7 o'clock p.m. to 11 p.m., and appeared to be on the very horizon to the north and northwest of the island. As the darkness increased it was quite apparent, when broadsides of projectiles exploded within seconds of each other on either side, within a range of four to six miles. I did not hear the explosion of the shells, as the light was too far away, but as the fight went on the position of the combatants veered round to the north and east, and increased in severity.

Nobody in St. Patrick's appeared to have noticed what had happened, and though I made diligent inquiries I could not get my theory of a fight supported. Whether the Government knew of the engagement or not, they certainly concealed all news as regards it.

Six days afterwards I was confirmed in my opinion by the fact that Sauters fishermen, fishing in the Carriacou channel, brought in the news that they had met dead bodies floating in the water, together with numberless candles, marked "Kaiser Light" (a sample of which I send you as a Christmas card); also boots with feet in them, helmets, pieces of wreckage, etc.

On my portion of an island called Isle of Rhondra, a life-boat came ashore marked "S. M. S. Karlsruhe," and besides wreckage and barrels of foodstuffs. I am the lucky possessor of an officer's sword, which came ashore wrapped up carefully in oil-cloth.

All this confirms my conviction that not only did an engagement occur, but that the dreaded Karlsruhe has been sunk. I also got a quantity of wreckage. I hope to send the life-boat to frame as a memento, but for the present the Government has commandeered it.

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The letter was made public by the Montreal Gazette and was received by a member of its staff from one of his friends at Grenada.

Importing Enemy Goods.
Ipoh, February 12.—At Tai ping police court a tongkang captain was fined \$80 for importing into the State five kegs of wire nails without declaring them in the manifest. After the Customs officers had examined the manifest, they overhauled the cargo and found the kegs marked Made in Germany. It was alleged that several people have from time to time brought, with the usual Customs declaration, articles of merchandise into the State without knowing the country of origin. They had been given the opportunity of taking them back or sending for a certificate to prove they were in the Colony when war was declared, in which case the ordinary duty obtains.—*Straits Times*.

UNCLAIMED TELEGRAMS.

Eastern Extension Australasia & China Telegraph Co.

Alex. M. Darwin, Cheongyuen, Haiphong, Fernandes Aberdeen Road No. 7 Top Floor, Macao. Henry Victoria Theatre, Shanghai.

Kwang Hing Lung, Nozalesaz, Liechongloong, Bindjel, Sarifa 12 Bridges St. Second Floor, Macao.

Silva Francisco Hongkong Hotel, Macao.

Sunheimer Hongkong Hotel, Shanghai.

W.B. ELWES, Superintendent, Great Northern Telegraph Company, Ltd., Kowloon, Tiengho No. 9, Yungkat Street, Amoy.

Shellawmoh Yenchunlong Canton St., Shanghai.

Kwongchongshang, Shanghai. R. BLACK, Superintendent, Hongkong, Feb. 18th, 1915.

NOTICES.



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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamoon, Canton, who have been appointed our agents there.
By Order,
"HONGKONG TELEGRAPH."

DEATH.

SAYER.—On February 22, at 11.5 a.m., at the Government Civil Hospital, after a long illness, Ernest Alfred Robert Sayer, marine engineer, aged 36 years, second son of Geo. J. B. Sayer.

The Hongkong Telegraph.

HONGKONG, TUESDAY, FEBRUARY 23, 1915.

ANOTHER REVIVALIST.

Judging from the American papers to hand, Philadelphia has lately been in the grasp of a religious revival more forcible, and more widespread than anything that has yet sought to influence the United States—that country where nothing surprises. The preacher who has thus gripped this great city by the throat is a Mr. William Sunday. We know little of his antecedents, but inasmuch as the North American has daily been giving whole pages of reports of his meetings, we are enabled to get a good insight into his methods. He appears to be one of those strong, rude characters with almost an inspired insight into human nature, a marvellous flow of language and power of epigram, and, above all, a ready facility for appealing to the sentiments of the public.

We could fill a page with quotations from this remarkable man—quotations that show the extreme nicety wherewith he has gauged the human disposition and sympathies; but two or three will perhaps suffice. "Some Christians are so mean that they sing through their noses to save wear and tear on their false teeth." "At Pentecost, one sermon saved three thousand people! Now it takes three thousand to get one old buttermilk-eyed, red-nosed, whisky-soaked blasphemer." "The Clay and Webster and Calhoun and Douglas and Lincoln type of American citizen has been supplanted by the good-for-nothing, God-forsaken, lick-spittle, peasant-headed, weasel-eyed, whisky-soaked, rum-guzzling politicians of our day." One more. "We have no God in American politics. There's plenty of room for rye, beer, graft, fraud, but, it seems, no room for God." These will serve to show that Mr. Sunday has a fair notion of where to hit some of his auditors. His meetings are described as overflowing, as many as fifty thousand people attending. Next to attacking the sins of the nation, he deals with those of conventional religion, and the various preachers and clergy seem to have come in for some rough treatment at his hands.

The question that one is naturally inclined to ask is: Do such meetings perform any permanent good? As regards London audiences we say unhesitatingly: No; but things may be different in the States. Many of our readers were in England at the time when the much-advertised Torrey Mission went to London. It attracted immense crowds, but, unfortunately, those who went were the respectable, church-going, element who were already leading straight lives; and not the wastrel type. The same thing was proved, years ago, in connection with the Salvation Army, by Professor Huxley and others; namely: that the average convert to it was not a man who had ever at any time been a notorious offender, but who was merely a dissenter from some other dissenting sect. How far this may be the case in Philadelphia we are not in a position to state. The Americans are a more emotional people than the British, and doctrines and sects which would be ignored or else laughed to scorn in England are tolerated in their country. Such a man as this Mr. Sunday might get a hearing in London; but doubtless it would only be from the chapel-going element which needs no salvation. The North American, in publishing a verbatim of his sermons, is giving him a chance to reach a public that probably would never patronise his meetings: the grater class; and it is within the bounds of possibility that his wholesome plain speaking may do them good. Many of the sincerely religious persons who do go to hear him will be revolted by much that he has to say; but if his straight talking should have the effect of making some of the ungodly a little more charitable towards the sinner, he will not have preached in vain.

Misquotations.

We perpetrated a scriptural misquotation in this column on Saturday, writing "The devil tempted me." Such slips are common enough, whether in ordinary conversation or in newspaper work; but as none of our readers has called our attention to the error we feel especially virtuous in "owning up" as the boys say. As a matter of fact, the Bible suffers from misquotation every day of its life, where Britishers are concerned—probably because they will not admit outright that, in a general way, they know but very little about it; it is quite likely that the average person, on being asked to correct the text: "The devil tempted me and I did eat," would be sublimely unconscious that there was a necessity for any correction. We have, on sundry occasions, heard clergymen wrongly quote when in the pulpit, but the queerest thing we ever met in that line was from a Salvationist lassie, preaching at a street corner. We will not assume that she did not know her Bible, but so carried away was she by enthusiasm that, in the midst of her preaching, she screamed: "Let us say with the dying thief—I will arise and go to my father."

The pessimists and the prophets of evil found yesterday that they had laboured in vain, for, in spite of war, hard times and absence of Germans, a particularly successful day's racing has to be recorded. The weather was magnificent—which is more than can be said of it last year and the year before—and, if, of necessity, various familiar faces were missing, the muster of Europeans yet seemed as big as ever. The Chinese, too, turned up in fine force, for our own national holiday has, from force of habit, become theirs; and it is safe to say that they derive as much pleasure from the races as any Europeans could. A notable feature of the day was the marked success of Mr. Johnstone, who rode in eleven races and won seven of them. And while on the subject of congratulations, we may well draw attention to the statement in our issue of yesterday—that this year is Sir Paul Chater's fiftieth as a local racing man.

Small Matters.
We might spin our congratulations out to a good length where the various contributors towards yesterday's sport are concerned. The starting was far more punctual than in previous years, and the arrangements for paying out pari-mutuel money were better than usual; but we cannot praise the Jockey Club for its views on the everlasting subject of the dollar. We gather that, while many silver dollars were paid out to winners, when the possessors of those silver dollars came to re-invest them, they were told that they must pay in paper! This meant that some unfortunate, who had pockets full of silver but no notes, had to choose between hurrying off to a money-changer's and losing the opportunity of further speculating. Another individual to whom, much as we should like, we feel unable to extend our felicitations is the gentleman who took away a race card which a pressman had left for a moment in the telephone box. Let us hope this was done inadvertently; if it was not, we can only say that the offender's abilities are thrown away on such a small field as the Hongkong racecourse.

The Malay Peninsular Railway.

We hear from Singapore that good progress is being made on the section of railway line between Uta-pao and the Perlis frontier. The distance is about 30 miles only, and on the first 10 miles the earth work is already finished. The next ten miles is well in hand, and it may not be long before work is in progress along the whole section.

From the Perlis frontier to Alor Star, the distance is 42 miles. This is the backward section on the line. The line from Bukit Mertajam to Alor Star is rapidly approaching completion, whilst northwards of Uta-pao, the railway is open for ordinary passenger traffic to Tung-Sawing (the junction with the Trang line) and is open for construction trains as far north as Bandon, some sixty miles beyond Tung-Sawing.—*Straits Echo.*

DAY BY DAY.

A HAPPY MAN OR WOMAN IS A BETTER THING TO FIND THAN A FIVE-POUND NOTE. HE OR SHE IS A RADIATING FOCUS OF GOOD WILL, AND THEIR ENTRANCE INTO A ROOM IS AS THOUGH ANOTHER CANDLE HAD BEEN LIGHTED. WE NEED NOT CARE WHETHER THEY COULD PROVE THE FORTY-SEVENTH PROPOSITION. THEY DO A BETTER THING THAN THAT. THEY PRACTICALLY DEMONSTRATE THE GREAT THEOREM OF THE LIVABLENESS OF LIFE.—*Stevenson.*

The Weather.

Lower level 8 a.m. Temp. 68; dull.
At the Peak 8 a.m. Temp. 60; slight fog.

Count the Columns.

Yesterday the *Telegraph* published 39 columns of solid reading matter. To-day there will be 37 published.

The Malls.

American and Siberian Mails.—Closed per s.s. Shinyo Maru to-day at 11 a.m.
American and Siberian Mails.—Close per s.s. Montague to-morrow at 11 a.m.

Up to the Minute—Share Market News.

Closing prices:—
Hongkong Tramway \$5.15

The Dollar.

The rate of the dollar on demand to-day is 1s 9.3.16d.

The Sanitary Board.

The Sanitary Board holds its fortnightly meeting on Thursday this week, instead of to-day.

University Lecture.

Professor A. G. Warren is lecturing on "The Colour" at the University at 8.30 o'clock to-night.

Kailan Output.

The total output of the Kailan Mining Administration's mines for the week ending February 6 amounted to 54,820.84 tons and the sales during the period to 52,846.98 tons.

The Minnesotas.

The Great Northern S.S. Co's Minnesotas, from Seattle, arrived at Yokohama on 22nd inst. She will leave Yokohama, via usual Japan Ports and Manila, on 24th for Hongkong, where she is expected on or about 12th March.

Death.

We regret to record the death, at the age of 36 years, of Mr. E. A. R. Sayer, son of Mr. and Mrs. G. J. B. Sayer, which took place at the Government Civil Hospital yesterday. The deceased had suffered a long illness, following an accident in the course of his employment as a marine engineer some eleven years ago. The sympathy of many friends goes out to Mr. and Mrs. Sayer and family in their bereavement. The funeral took place this morning.

Dinner and Dance.

The special dinner and "Cinderella" dance arranged by the Hongkong Hotel management for last night attracted a big share of public patronage. Both the grill room and the dining room were filled with diners, tables having been long booked in advance. There was a large naval and military element present, and the dance which followed dinner was a most enjoyable little function. The band of the 74th Punjab, under Bandmaster Christian, played during dinner and supplied the music for the dance in a manner which reflected the greatest credit on the instrumentalists. The Hotel management is to be congratulated on the function.

NOTES ON THE CRISIS.

THE SINKING OF THE EVELYN.

A Way of Reading War Telegrams.

The statement that the American steamer Evelyn was sunk off Borkum by a mine must be taken at its face value as being a correct statement of fact, for it is inconceivable that the Germans—however erratic their methods may appear to be—would sink a vessel bound to one of their own ports with a valuable cargo of cotton, a commodity of great use to any belligerent nation. Consequently it would not seem that any international crisis can possibly arise in this connection, and that America has little cause for anything except a mild protest and a request that the German authorities should see that the mines in their waters are so placed as to free visiting ships from this most dreaded danger. If neutral vessels have to carry on trade with Germany at the risk which is made apparent in yesterday's telegram, the sooner they stop it the better for them. The German case may be that the mine was laid by the British. It does not matter if it were, for it is the obvious duty of any nation to see that its own water-ways are free from these implements of destruction, whether laid by itself or a combatant nation. These brief arguments lead to the conclusion that, after all, the sinking of the Evelyn is a matter for Germany alone to explain.

The Daily Struggle.
The most profitable way of reading war news is to take the telegrams as they appear in the Press here and read them in connection with the many human letters which are a daily feature of the London journals. For the average layman, the military significance of the telegrams with their almost "headline" statement of news at a juncture like this means very little to him, but with the aid of the local colour that the wonderful epistles in the Home papers give, a better appreciation of the comparative minor successes reported from day to day can be easily obtained. The reports of the last few days of many points gained, with scarcely any perceptible advance of the line, are fraught with huge significance when viewed in such a light. The immense sacrifices that are being made on the one hand to break the opponents' line, and, on the other, to maintain it, do not appear in the cold narrative of a Ruler, but, as was said by one officer writing Home, it is here a clump of trees to be taken, there a small farm-house and everywhere some slight ground of advantage that is costing so many valuable lives for which the world will mourn when the glamour of battle is over. The accumulation will eventually mean the decision of this phase of the war; the enemy's resistance will reach its breaking point or, maybe, the attack will overreach itself, with decisive results either way. The awful similarity between this war and a sternly fought game of chess, with its struggle in the preliminary stages for position, will, when the history of these years comes to be written up, form the most interesting reading and mark a new epoch in military literature.

The Significance of the Russian Retreat.

In the darkness of the news that has come from the Eastern theatre, is that one ray of silver which has been commented upon in this column on previous occasions, and that is the frankness of the Russians when telling of defeat. A more explicit statement than the admission of the loss of a corps would be hard to find, and it leads strongly to the conclusion, if anyone ever had any doubt, that the Russians are playing the game by their Allies and are not colouring their reports any more than other humans are apt to do. It also gives ground for strengthening the belief that reports of former Russian victories have been as true as this, their admission of a large setback. The matter is not to be viewed with any great degree of pessimism, for the Germans, failing to make an impression on

THE OPERA SEASON.

Another Success Scored Last Night.

Last night's presentation of "Mignon" by the Italian Opera Company was one of the daintiest and most delightful performances which has been given during the Company's season here. There was once again a crowded house, and everybody present enjoyed the opera. Mlle. Vivoni had the title role, and she invested the part with that grace and charm which we have now come to associate with all her work. Mlle. Gonzalez was Filina, and she treated the audience to another fine study. Her singing was superb, especially in the beautiful Polonaise in the second act. As Count Lotherio, Mr. Mancini was heard to very great advantage, while the part of Wilhelm Meister was entrusted to M. Dagradi, who once again showed himself a talented actor and singer. A word should also be added regarding the choral work, which was splendid all through.

To-night the Company is staging Verdi's "Otello."

SOME NEW "HOWLERS."

How to Become a Naturalised German.

Some choice examples of schoolboy "howlers" are quoted by the *University Correspondent*. Among them are the following:—
Cecil Rhodes founded Boadicea.
Charles II told the people they could get drunk and gamble and do what they liked. That was called the Restoration.
The king was not to order taxis without the consent of Parliament.
Masculine: man; feminine: woman; neuter: corpse.
The Inquisitions were customs duties levied by James I.
The Philistines ate islands in the Pacific.

"Boys to guide the plough and pen" means boys to plough and look after the fowls.
Togoladd belongs to Japan.
Tennyson the greatest Roman prose writer that ever lived wrote the "Iliad" and "Paradise Lost."
Lyons is a city noted for tea.
Australia sends to England wine made from a bird named the emu.
Charles I. was going to marry the Infanta of Spain. He went to see her and Shakespeare says he never smiled again.

Bombardier Wells is a great writer about the future.
Milton when twelve years old wrote a hymn beginning "Letters from a Gladstone mind."
There are three kinds of Downs—North Downs, South Downs, and Elder Downs.
Henry VIII was very fat besides being a Nonconformist.
Magna Charta means the Queen had lost her garter; the French is honi soit qui mal y pense.
Cologne is famous for the odour made there.
To germinate is to become a naturalised German.
A refugee keeps order at a football match.
People often lose their consciences when they are ill.

the whole length of the line, have been trying for weeks to find localities where immense forces could make some headway. This has been met successfully by the Russians in a manner which reflects the greatest credit on their commanders, whose inability to move forces with the same facility as the Germans, who had prepared their ground years before, meant that time was against them and would ultimately come to the help of the Germans in exactly the fashion which it has. The conclusion to be drawn from this is that the Eastern theatre will always be pretty much where it is now until the pressure on the western front assumes those proportions, which are earnestly being striven for, which will force the Germans to transfer reinforcements across Germany as they have already done before.

FOOTBALL.

Arrangements for This Week.

The following are the football matches for this week:—
Wednesday.—Navy v. R.G.A. Navy Ground, 4 p.m., referee Mr. F. W. Wright.
Saturday.—R.E. v. Navy. Navy Ground, 4 p.m., referee Mr. W. Wright. R.G.A. v. Old Military Ground, 4 p.m., referee Mr. E. Tyler.

Teams representing the 2nd Division of the League and the R.E. meet in the semi-final of the Shield Competition on March 6. The following eleven have been provisionally selected to play for the League:—Edwards (Queen's College); Chung Wing-ho (Lam Liong); and Bolland (St. Joseph's College); Johnson (St. Joseph's College); and Pang Kap-yu (Lam Liong); Leung Wing-ai (Lam Liong); R.A. Carvalho (Lusitano); R. Roupell (Victoria Boys); I. Goldenberg (St. Joseph's College); and Correa (St. Joseph's College).

These will play a practice match on Thursday, Feb. 25, on the Club Ground at 5 p.m. v. Fort Belchere.

The Hon. Sec. of the Hongkong Football Club from 25th inst. will be Mr. H. S. Rouse, Public Works Department.

Pending the League decision, the points for last Saturday's match—Lusitano v. Lam Liong—have been added to Lam Liong's record;

Division II.

Club	P	W	L	D	F	A	Pts
St. Joseph's College	5	5	0	9	11	110	
Lam Liong	3	5	1	0	11	810	
Queen's College	7	4	2	1	11	59	
Confucius	5	2	2	1	11	76	
Victoria R.	5	1	3	1	5	83	
Dioceans	5	1	3	1	2	83	
University	3	0	3	0	5	80	
Lusitano	4	0	4	0	13	0	

CANTON TRADE REVIEW FOR 1914.

Business in Canton was very dull in the first part of 1914, owing to the low value of Kwangtung notes. In July conditions began to brighten considerably, when the Government announced its intention of redeeming these notes with Central Government paper. But not long after this almost every trade was paralysed by the great flood calamities and, worst of all, the outbreak of the war in Europe.

Chinese merchants dealing in export goods, such as silk, embroidery, matting, ivory and curiosities, have been complaining bitterly. The trade in blackwood furniture, jade stones and silverware, although notably decreased by lack of exporting, could yet make up a portion of the loss by the sale of supplies for weddings, of which there seemed to be an unusually large number last year. Speculators on imported goods, paints, sugar, flour, and foreign paper, have made enormous profits because the prices have doubled or even in some instances trebled since the war began. The dealers in piece goods and marine delicacies, to which the Chinese seem lately to have become quite indifferent, have been calling loudly for customers, especially at the end of the year. Native cloth, shoes, caps and silk have all moved with some profit. The Canton people prefer to wear native dress, considering it more convenient and conventional. Therefore the foreign clothes shops suffered heavily last year. Second hand clothers, pawn brokers and furriers did fairly well. Restaurants did not make much as provisions were enhanced in value and heavy losses were occasioned to the houses by the high prices of sugar and flour. Gold, silver, and brass decorations, things not necessary for daily use, were almost without purchasers; while liquor, rice, nut oil, and firewood dealers had only about sufficient business to keep them going.

We are glad to learn that few of the big shops in Canton are insolvent and many have reopened to-day.

JOCKEY CLUB RACES.

DERBY DAY AT HAPPY VALLEY.

HONGKONG'S SENSATIONAL DERBY.

Sir Paul's Rider Complained of to the Stewards.

The weather for the second day's card opened very oppressive. A slight mist unpleasantly hung over the valley, though it was not thick enough to obscure the movements of the ponies at any part of the course. The attendance when the riders in the opening event were first summoned to the weighing enclosure was very moderate, but between eleven o'clock and the time for the race, the people crowded on to the course in a continuous stream. The weather perhaps was a little to blame for the absence of the Derby or real holiday atmosphere, and a sort of morose feeling that the day of the meeting was being celebrated. After the first race, however, the conditions were showing a decided improvement. The going was good, and Mr. Pope was again the first rider to turn the scale, when he weighed out for Lorenzo, Dr. Forsyth's nomination in the opening event. It was for the very same pony that he rode in the first race yesterday and which was looked upon as a good thing by those "in the know." Riding "certainly" have an awkward tendency to go contrary to expectations and desires, and the inevitable happened yesterday when Johnstone brought about a disappointment for the Lorenzo backers by catching the judge's eye on Jed. He was a tip-toe again. His Excellency the Governor and Lady May, who were accompanied by Mr. G. R. Sayer, His Excellency's Private Secretary, arrived a quarter of an hour before the opening race and were met by Mr. T. F. Rough, who was, as usual, early in attendance.

The band of the 74th Punjab was again in attendance, and, under the conductorship of Bandmaster J. W. Christian, rendered a delightful series of selections. The day's programme is as follows:—

Morning.
March, "The Flying Eagle," Blankenbury.
Overture, "Light Cavalry," Suppe.
Intermezzo, "The Butterfly," Bendix.
Selection, "The Girl in the Taxi," Hame.
Valse, "Love and Laughter," Strauss.
Two Step, "Isle of Man," Wood.
Afternoon.
March, "Bond of Friendship," Rogan.
Overture, "Morning, Noon and Night," Suppe.
Piccolo Solo, "The Deep Blue Sea," Brewer.
Selection, "Our Miss Gibbs," Monckton.
Valse, "Spanish" Petras.
Selection, "Cavalleria Rusticana," Bakr.
Song, "My dear Soul," S. Anderson.
Galop, "Sans souci," Ascher.

There were only five starters for the first race, and it was noticeable that none of the crack jockeys was out. Lorenzo justified the confidence placed in him and won, h.m.s down, this being Dr. Forsyth's first win for the Meeting. They were misguided people indeed who thought the Gibb's penalty incurred by Triumphante would put him out of the Exchange Plate. He was in the capable hands of Vida, and provided Sir Paul with his third win of the meeting. It was remarkable

that in the first race the crack jockeys were absent and in the next race all the riders were cracks.

The Derby brought out a field of six, both Sir Paul and Mr. Ellis Kadoorie being doubly represented. Australian Chief having the assistance of Moller, while Standard Dahlia, by Barkill having the leg up, appeared to be the declaration of Sir Paul. Mr. Ezra rode his own pony Gamester, and the formidable Johnstone naturally held the ribbons on Mr. John Peel's nomination. Strange to say, neither of the Governor's entries faced the starter. A sensational finish was followed by further sensational developments when Mr. Moller complained of the unfairness of the riding of Mr. Vida. The allegation was that he took the coveted position when not permitted by racing laws, and, therefore, unfairly injured the chances of Australian Chief. This was not unexpected, however, to some degree, because, whether the allegation was in substance justified or not, and that is for the stewards and not for us to say, it is remarkable that in our observations of the running of the race, we recorded that which was obvious, the very close attention apparently paid both by Vida and Barkill to Mr. Ellis Kadoorie's favourite nomination. The three ponies, the first time round, were lying last. Barkill, on Standard Dahlia, slightly ahead of Australian Chief, which was on the rails, and Vida, on Perfection Dahlia, immediately behind Australian Chief. It was not at this juncture that the incident alleged took place, but at the last quarter post, though in the scramble it was difficult to see from the Press Box what the actual nature of the transitions was as regards the distance separating the ponies. It was certainly possible for an error of judgment to have taken place, particularly with the high fever of the moment. Vida protested his innocence and said he did not believe he infringed the rules.

Mr. Moller on His Defeat.
Our reporter found Mr. Moller in the dressing room, very much upset over his unfortunate loss in the Derby. Asked what happened, he said that, at the quarter-mile post, when he was lying inside and commenced his preparation for the final effort, Vida not only overtook him, but crossed deliberately in front and hemmed him so tightly against the rail that he could not come through as he was entitled to do, and therefore he lost the race by the very narrow margin recorded. He was sanguine of victory—and not merely a snatched one—had he enjoyed the proper privileges. He did not care for himself, so much as for the disappointment to Mr. Kadoorie, who should certainly have led in the Derby, winner.

Mr. Vida Interviewed.
In the paddock, as if although he had merely ridden in a morning gallop, Mr. Vida was found by our reporter. He protested to the Telegraph that he was not guilty of any infringement; he said that anybody carefully watching what had transpired at the turn into the straight would have beheld that he came through on the very outside. In fact

his instructions from Mr. Barkill were that his mount was likely to bore out at the turn, owing to his own long stride; and he rode in so as to prevent any outward boring. The pony did, however, bore outwards and not inwards, and he had to give him a clip on the side of the neck to bring him in. So far from boring inward, his pony actually turned outward, and he was out in the course when he secured the lead. He crossed to the inside in good faith and believed he was fully privileged to do so according to all the rules of racing. The jockeys were told to put their complaints in writing. Mr. Ellis Kadoorie, however, would not insist upon the objection and the matter, therefore, did not further trouble the stewards.

Among those present at the beginning of the programme were H. E. the Governor, Lady and the Misses May, H. E. Major General and Mrs. Kelly, Sir William Rees Davies, the Hon. Mr. E. Shollin, the Hon. Mr. Claud Severn, Mr. and Mrs. H. W. Locker, Mr. and Mrs. F. C. Jenkin, Mr. Mac Neill, Mr. J. Scott Hirston, Mr. A. Shollon Hooper, Mr. H. A. Nesbit, Mr. C. M. Soares, Mr. T. W. Herby, Mr. Wright, Mr. R. P. Smith, Mr. H. W. Bird, Mr. A. Rodger, the Hon. Mr. D. L. dale, Mr. Needham, Mr. C. D. Wilkinson, Mr. G. P. Lamport, Mr. G. A. Woodcock, Mr. H. Humphreys, the Hon. Mr. H. E. Pollock, K. C. and Mrs. Pollock, Mr. Patterson, Mr. G. H. Wakeham, Mr. N. J. Saddy, Lt. Nerrington, Mr. D'Oottingen, Mrs. and Miss Robertson, Assistant Paymaster and Mrs. Davidson, Mr. S. H. Dodwell, Mr. Agassiz, Mr. R. G. Morton Smith, Mrs. Evan-Jones, Mr. Dennis Junr., Mr. G. P. Curry, Mr. A. Hooper, Mr. R. Hancock, Mr. and Mrs. L. N. Leese, Mr. G. C. Moxon, Mr. Leo D'Alameda, Mr. W. A. Dowley, and Mr. R. M. Dyer.

1.—The Jockey Cup.—Winner \$600. Second \$200. Third \$100. For China Ponies. Subscription for China Ponies. To be ridden by Jockeys who have not had more than two winning mounts previous to this Meeting in Hongkong or China. Weight for inches as per scale. Winners barred. Entrance \$5. Once Round.

Dr. Forsyth's Lorenzo, 11st 11lb (Mr. R. Pope) 1
Mr. Ellis Kadoorie's Bikanir Chief, 11st 11lb (Mr. Hickman) 2
Mr. Billings' Winning Hazard, 10st 12lb (Mr. McGillivray) 3
Mr. Leprehorn's Erin, 10st 12lb (Mr. Forbes) 0

Mr. Wayfoong's Bluebottle, 10st 9lb (Mr. Sedgwick) 0
Off at 11.30. When the ponies settled down, after a good start, Winning Hazard went to the front, but only for a moment, Lorenzo taking the lead. Then, also immediately, Pope's mount fell into third place, the chief going into premier position. Rounding the football stand bend, the Chief still had command, being followed by Winning Hazard and Lorenzo. Round by the village there was no change in the order, Erin being last, practically out of the race, and showing disinclination for racing. Into the straight, Hickman's mount still showed the way, being closely attended by Lorenzo. At the distance post the Chief received a reminder and, although he did his best, he failed to stall off a challenge from Lorenzo, the latter winning comfortably by eight lengths from the Chief, Winning Hazard, ten lengths behind, being third. Erin was last.

Time:—2 min. 55 secs.
Dividend:—
Winner \$6.30
Places \$5.20 \$6.00
Cash Sweep:—
Ticket No. 113 1st \$485.10
" 127 2nd 138.60
" 129 3rd 60.30
" Commission... \$ 77.00
Total... \$770.00

2.—The Exchange Plate.—Presented by the Bankers and Exchange Brokers of Hongkong. Value \$1,000 to Winner. Second to receive \$300. Third \$150. For China Ponies. Weight for inches as per scale. Winners at this Meeting of one (1) lb. extra. Griffin allowed 5 lb. Subscription for China Ponies 1914-1915 allowed 10 lb. Previous non-starters at this meeting barred. Entrance \$15. From the two Mile Post Once Round and

Time:—2 min. 17 secs.
Dividend:—
Winner \$7.80
Places \$5.20, \$5.50.
Cash Sweep:—
Ticket No. 171 1st \$740.70
" 24 2nd 214.20
" 228 3rd 107.10
" Commission 119.00
Total... \$1,190.00

3.—The Hongkong Derby.—A Sweepstakes of \$20 each, with \$2,000 added. For China Ponies bona fide Griffins on date of entry. First Pony to receive 70 per cent. Second 20 per cent. Third 10 per cent. Weight for inches as per scale. One Mile and a half.
Sir Paul's Perfection Dahlia, 11st 11lb (Mr. Vida) 1
Mr. Ellis Kadoorie's Australian Chief, 11st 11lb (Mr. Moller) 2
Mr. Ellis Kadoorie's English Chief, 11st 11lb (Mr. Heard) 3
Mr. Ezra's Gamester, 11st 11lb (Mr. Ezra) 0
Sir Paul's Standard Dahlia, 11st 7lb (Mr. Barkill) 0
Mr. John Peel's Loomabehn, 10st 9lb (Mr. Johnstone) 0
Off at 12.33. The positions were drawn for as follows: Loomabehn No. 1, Gamester No. 2, Australian Chief No. 3, Perfection Dahlia No. 4, English Chief No. 5, Standard Dahlia (outside) No. 6. English Chief led the way, followed by Australian Chief, Standard Dahlia, Loomabehn and Perfection Dahlia, whilst Gamester was led to the post. From a good start Loomabehn took the lead, but only for a moment, when he was superseded by Gamester, English Chief lying next and Perfection Dahlia last. Round by the village for the first time, Gamester still slightly led, in front of Loomabehn, with English Chief third, Standard Dahlia fourth, Australian Chief fifth and Perfection Dahlia last. Passing the stand for the first time, the ponies closed together, Mr. Ezra's mount still showing the way

DAIRY FARM NEWS.

REDUCTION IN PRICES

FROM 22ND FEBRUARY.

WE ARE PLEASED TO ANNOUNCE THAT WE HAVE REDUCED OUR PRICES OF:

LOCAL MEATS

AND

OWN FED POULTRY.

NEW PRICE LISTS DATED 20th FEBRUARY 1915 CAN BE HAD ON APPLICATION.

Sir Paul's Triumphante Dahlia, 11st 3lb (Mr. Vida) 1
Mr. John Peel's Annon, 11st 4lb (Mr. Johnstone) 2
Mr. Ellis Kadoorie's Fijian Chief, 10st 12lb (Mr. Moller) 3
Mr. John Peel's M. Kat, 11st 11lb (Mr. Heard) 0

Off at 12.05 p.m. The start was delayed owing to Moller being unable to turn Fijian Chief towards the starter until he had traversed a quarter of a mile. From a good start, Moller settled down in front of the Dahlia, followed by Fijian Chief, with Annon last. In this order the ponies passed the stands and the post for the first time. Round by the football stand, the same order was practically maintained, some slight exchanges of position taking place between Fijian Chief and Annon. Up the hill to the Rock, the Dahlia drew alongside the leader and Annon went into third place, slightly in front of the Chief. Mounting the hill, the Dahlia took command from Moller, followed by Annon and the Chief. Vida commenced to bustle his mount to the front as he rounded the bend to the straight and nudged the rails. Not losing his position, he made the challenge by Johnstone all the more desperate. At the distance post, Johnstone commenced to flog, and it was only then that Vida was called upon to give Dahlia the reminder, to which he responded gamely and had Annon beaten all the way by twolengths. Fijian Chief, four lengths away, was third.

Time:—2 min. 17 secs.
Dividend:—
Winner \$7.80
Places \$5.20, \$5.50.
Cash Sweep:—
Ticket No. 171 1st \$740.70
" 24 2nd 214.20
" 228 3rd 107.10
" Commission 119.00
Total... \$1,190.00

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to Loomabehn and English Chief, Barkill lying fourth, Moller fifth and Vida last. Barkill and Vida were particularly watchful of the movements of Australian Chief, and ran in close company with him down by the football stand. Going on to the hill, Gamester still led, Loomabehn, half way up the hill, taking the lead by a neck, Standard Dahlia being third. Loomabehn then fell back and left English Chief to come out on his own. As they raced into the straight, English Chief led the way. Barkill pressing Standard Dahlia in close attendance and Johnstone, on Loomabehn, calling for an effort. Vida then rode on the outside, and commenced to race with Barkill, Johnstone and Heard. The race (Continued on Extra.)

TO-DAY'S ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on FRIDAY, the 26th February, 1915, commencing at 11 a.m. at No. 8 Knutsford Terrace (Top Floor), Kowloon.
A Quantity of Valuable Household Furniture. (Full particulars from catalogue.) On view from Thursday, the 25th February.
Terms:—Cash on delivery.
GEO. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on FRIDAY, the 26th February, 1915, commencing at 2.30 p.m. at No. 15 Humphreys Building, 5 (Top Floor), Kowloon.
A Quantity of Valuable Household Furniture. (Full particulars from catalogue.) On view on day of Sale.
Terms:—Cash on delivery.
GEO. P. LAMMERT, Auctioneer.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Steamship

"ROYAL PRINCE" having arrived Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. from whence delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd March, will be subject to rent. All claims against the steamer must be presented to the Undersigned on or before the 9th March or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd March, at 9.30 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, Ltd., General Agents. Hongkong, 23rd February, 1915.

DIOCESAN SCHOOL and ORPHANAGE. School duties will be resumed on Monday, 1st March. For Terms for Boarders or Day Scholars apply to THE HEADMASTER. Hongkong, 23rd February, 1915.

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SPECIAL DISPLAY

NEW GOODS FOR THE RACES.

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The leading French Jewellery House.

Watchmakers. Fancy Goods. Diamond Merchants.

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BINOCULARS & STOP WATCHES.

The most reliable place for Diamonds, Jewellery and accurate Time-keepers.

ITALIAN GRAND OPERA

DOUBLE DISC RECORDS.

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CARMEN
MIGNON
OTELLO
ERNANI
TOSCA
BARBIERE de SIVIGLIA, etc



THE ANDERSON MUSIC CO., LTD.

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"KING GEORGE IV" Scotch Whisky

Its world-wide popularity is due to its mature ripeness, soft refinement, and exquisite flavour.

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32, Water Street. MANILA: Manila Hotel.TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP
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Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

THE AUSTRALIAN
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	25th Mar.	6th April.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Hela," tons 5,257, Capt. Butler, will be despatched for Shanghai, Yokohama, Kobe and Moji on the 16th Mar.

The S.S. "Umaria," tons 5,317, Capt. Elton, will be despatched for Shanghai, Yokohama, Kobe and Moji on the 22nd Mar.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Feb. 23, 1915.

Agents.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMBOAT Co., Ltd. and CHINA NAVIGATION Co., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

TUESDAY, 23rd FEBRUARY.

5.30 p.m. Fatshan. | 5.00 p.m. Kinshan.

WEDNESDAY, 24th FEBRUARY.

8.00 a.m. Heungshan. | 8.00 a.m. Honam.
5.30 p.m. Kinshan. | 5.00 p.m. Fatshan.

Single Fare by Night Steamer.....	6.00
Return Fare by Night (available also for Return by day Steamer)....	10.00
Single Fare by Day Steamer.....	4.00
Return Fare by Day Steamer.....	8.00

HONGKONG-MACAO LINE.

s.s. Sul Tai, tons 1,651 | s.s. Tai Shan, tons 2,006

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 8 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 8 a.m. & 2 p.m. Sundays at 8 a.m. & 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 28th FEBRUARY.

The Company's new Steamship TAISHAN will depart from the COMPANY'S WING LOK STREET WHARF at 8 a.m. and return from Macao at 2 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 8 a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. Sul An.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON and
MACAO STEAMBOAT CO., LTD., THE CHINA
NAVIGATION CO., LTD., & THE INDO-CHINA
STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Salmam, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

SHIPPING

IPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Kashima Maru Capt. Yagi T. 19,000 Mishima Maru Capt. Wada T. 16,000	THURS., 25th Feb. at noon. THURS., 11th Mar. at noon.

VICTORIA, B.C., and SEATTLE via S'hai, Moji, Kobe, Yokkaichi, and Yokohama	Yokohama Maru Capt. Komatsu T. 12,500 Awa Maru Capt. Hori T. 12,500	TUES., 23rd Feb. at noon. MON., 1st Mar. at noon.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Tango Maru Capt. Soyeda T. 13,500 Nikko Maru Capt. Takeda T. 9,600	TUES., 16th Mar. at 4 p.m. FRI., 9th April at 4 p.m.
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CALCUTTA via S'pore, Penang & Rangoon	Colombo Maru Capt. Sakamoto T. 12,000	TUES., 23rd Feb.
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BOMBAY via Singapore and Colombo.		
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KOBE	Kirin Maru Capt. Tsuda T. 8,000	THURSDAY, 25th Feb.
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S'HAU and Kobe	Sanuki Maru Capt. Date T. 12,500	SUN., 7th Mar.
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NAGASAKI, Kobe & Yokohama	Nikko Maru Capt. Takeda T. 9,600	MON., 15th Mar. at 10 a.m.
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SHANGHAI, Kobe & Yokohama	Atsuta Maru Capt. Yoshikawa T. 16,000	SUN., 7th Mar. at noon.
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Fitted wireless telegraphy.

Terminus Yokohama

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Kashima Maru	20,000 tons	Thursday 25th February
Mishima "	16,000 "	" 11th March
Suwa "	25,000 "	" 25th March
Atsuta "	16,000 "	" 8th April
Yasaka "	25,000 "	" 22nd April
Miyasaka "	16,000 "	" 6th May
Kitano "	16,000 "	" 20th May
Fushima "	25,000 "	" 3rd June

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
Awa Maru	12,500 tons	Tuesday 9th March
Shidzuoka "	12,500 "	" 23rd March
Tamba "	12,500 "	" 6th April
Aki "	12,500 "	" 20th April
Sado "	12,500 "	" 4th May

*Terminus Yokohama

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Kanchow	25th Feb. at 4 p.m.
SEANGHAI	Luchow	26th Feb. at 4 p.m.
HAIPHONG	Hoihow	27th Feb. at 10 a.m.
SHANGHAI	Yingchow	28th Feb. at d'light.
TIENSIN	Hulchow	2nd Mar. at noon.
MANILA, CEBU & ILOILO	Teau	2nd Mar. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhu," "Taming," and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast scheduled service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE,

Telephone No. 36.

Agents.

Hongkong 23rd Feb. 1915.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjikalap	JAVA	1st half Mar.	JAPAN	1st half Mar.
Tjikamook	SHAI	1st half Mar.	JAVA	1st half Mar.
Tjikini	JAVA	1st half Mar.	SHAI	1st half Mar.
Tjikilong	JAPAN	1st half Mar.	JAVA	2nd half Mar.
Tjikaroem	JAVA	2nd half Mar.	JAPAN	2nd half Mar.
Tjikapas	JAVA	2nd half Apr.	JAPAN	2nd half Apr.
Tjikodas	JAVA	2nd half Apr.	JAPAN	2nd half Apr.
Tjikembang	JAVA	2nd half Apr.	SHAI	2nd half Apr.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

[15]

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Shinyo Maru	22,000 - 21 knots	Tuesday, 23rd February.
Chiyu Maru	22,000 - 21 knots	" 23rd March.
Tenyo Maru	22,000 - 21 knots	" 13th April.
Nippon Maru	11,000 - 18 knots	" 27th April.

Steamers via Shanghai leave at noon.

Steamers via Manila leave at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSION-
ARIES etc.ROUND THE WORLD Tickets issued in Connection with all the Principal
Mail lines and the Trans-Siberian Railway.Passengers may travel by Railway between ports of call in Japan free of
charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, CALLEJO, IQUIQUE and VALPARAISO. THENOE
BY TRANS-ANDAN ROUTE TO BUENOS AIRES, ETC.

Anyo Maru 18,300 - 15 knots Wednesday, 10th March.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams		24th Feb. at 11 a.m.
St. Albans	20th Feb.	12th March.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	J. W. Evans	TUES., 23rd Feb. at 1 p.m.
Haiyang	A. E. Hodgins	FRI., 26th Feb. at 1 p.m.
Haiching	W. G. Passmore	TUES., 2nd Mar. at 1 p.m.

FOR SWATOW.

Haimun	A. H. Stewart	WED., 24th Feb. at 1 p.m.
Haimun	A. H. Stewart	SUN., 28th Feb. at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near
Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,
General Managers.

LOG BOOK.

Port of Manchester in 1914.
The returns published monthly have shown that the war has had a serious effect on the revenue of the Port of Manchester for the year 1914, but, as the import and export trade of the United Kingdom for the four months August to November inclusive fell off to the extent of 130 millions sterling, as compared with the corresponding months of the previous year, it is not a matter for surprise that the trade of the port should have been prejudicially affected. During the seven months ended July good progress was being made. There was an increase of £26,724 in the port receipts as compared with the first seven months of the year 1913, but the outbreak of war at the beginning of August effected an immediate change in the position. The sailings of most of the regular lines of steamers were suspended, with the result that the August receipts were £19,100 smaller than in August, 1913. There was a change for the better in September and October, as the sailings of most of the lines of steamers were resumed and many cargoes of provisions, &c., from Denmark were diverted from the east coast ports to Manchester. The receipts for these two months were only £2,084 less than in September and October, 1913. November was less fortunate. The Danish traffic had gone back to its usual ports on the east coast. November in previous years was one of the busiest cotton months, but, as the shipment of the new crops of cotton from America and Egypt was greatly delayed—mainly through financial difficulties caused by the war—the import of cotton at Manchester was relatively very small. This was the cause of the November receipts showing a decrease of £7,136. During the month of December cotton has been arriving more freely, and some of the Government importations of sugar from Java have been landed at Manchester. The receipts will probably turn out to be considerably better than for the previous month of November, but whether they will come up to the figures for December last year—which were £13,000 larger than in November—is not yet known and is problematical. The large new transit shed on No. 8 Dock, which was almost complete when our last year's report was published, was finished early in the year and have since been in full use. Unfortunately the new grain elevator is not yet completed. The contractors are very much behind the contract time, but we are given to understand that every possible effort has been made to urge them to prosecute the work vigorously. No other new works of any importance have been undertaken during the year under review.

The Loss of the "Asama."
A San Francisco message of the 6th inst. to the "Asahi" says:—
Later messages concerning the wreck of the Asama show that she struck an uncharted shoal as long ago as the afternoon of January 20th. The shoal is situated at the mouth of a certain bay, which she tried to enter for coaling, accompanied by a British steamer. The cruiser was going at a speed of 10 knots, and the rock, which lay 12 feet below the surface, bored a hole 15 feet long in her bow. She stuck fast, and partially broke up the next day (Sunday) during a storm. Her condensers refused to work a few hours after she went aground. The U.S.S. Raleigh arrived on the scene of the wreck yesterday, while the Santiago, the flagship of the American Pacific Fleet, which received the news off Ensenada, has also hastened to the scene. Five hundred of the Asama's crew landed on the coast of Lower California. They will be conveyed home aboard the Izumo and Hizen. The Santiago and Raleigh will leave the wreck when they are relieved by Japanese cruisers. A New York message of 7th to the "Chuo" says:—It is reported from San Diego that the refloating of the Asama is hopeless. The aft part of her hull is already submerged, and the other half is sinking. None of the officers and men were injured.

Oysters, Fresh, Fried or Stewed,
Pindon Haddocks, Kippers &c.
ALEXANDRA GATE.

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
SINGAPORE & Penang	Onsang	Wed., 24th Feb. at 3 p.m.
Shanghai, Kobe & Moji	Namsang	Wed., 24th Feb. at 3 p.m.
SANDAKAN	Hinsang	Thur., 25th Feb. at daylight
SINGAPORE & Penang	Chunsang	Fri., 26th Feb. at noon
MANILA	Loongsang	Fri., 26th Feb. at 3 p.m.
SINGAPORE, Pang & Ocutta	Laisang	Sat., 27th Feb. at 3 p.m.
YAMA, Kobe & Moji	Kutsang	Tues., 2nd Mar. at noon
MANILA	Yuensang	Wed., 3rd Mar. at 3 p.m.

Return Ports to Japan.

The steamers "Kutsang," "Namsang" and "Yuensang" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking cargo on Through Bills of Lading to Kudat, Landed, Datu, Semporna, Tawau, Uakan, Jesselton and Labuan.

For Freight or Passage, Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMeward.

For Steamship Date of Departure.

LONDON

TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.

VICTORIA, VVER, STLE, TACOMA & PLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215 Sub. Ex. No. 9. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215. Agents.

THE TAIKOO DOCKYARD
& ENGINEERING Co. OF
HONGKONG, Ltd.

TAIKOO DOCKYARD,
HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS. BOILERMAKERS
FORGEWORKERS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

AGENTS for—
JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2
150 H. P.

As supplied to the British Admiralty & War Office.



O.S. type Motor and Reserve Gear,
B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT, OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR
VEHICLES, etc.

Dockyard Manager,
11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.
Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London via Usual Ports of Call	Malta	P. & O.	26, Feb.
Marseilles, London & Liverpool	Mishima M.	N. Y. K.	11, Mar.
L'orient, S'pore, via P'ang, C'bo, & C'mur	C. of Corinth	B. L. L.	20, Mar.
		P. & O.	31, Mar.

NEW YORK, SAN FRANCISCO AND CANADA.

San F'co via S'hai & Japan & C.	Shinyo M.	T. K. K.	23, Feb.
V'toria, B.C., & S'tevia S'hai & C.	Y'hama M.	N. Y. K.	23, Feb.
Vancouver via S'hai & Japan & C.	Monteagle	C. P. R.	24, Feb.
New York & Boston	Royal P.	B. L. L.	26, Feb.
San Francisco and San Pedro	M. S. Dollar	R. D. Co.	1, Mar.
San F'co via Manila & Japan & C.	Persia	P. M. Co.	2, Mar.
Mexican, Peruvian and Chile			
Ports via Japan	Anjo M.	T. K. K.	10, Mar.
San F'co via Manila & Japan & C.	Nippon M.	T. K. K.	27, Apr.

AUSTRALIA.

Australian Ports	Aldenhay	E. L. Co.	24, Feb.
Australian Ports via Manila	Tango M.	N. Y. K.	16, Mar.

SINGAPORE, COAST PORTS AND JAPAN.

Shanghai, Kobe & Yokohama	Atlantique	M. M.	23, Feb.
Singapore, Penang and Calcutta	Pooksang	J. M. Co.	23, Feb.
Kobe & Yokohama	Suwa M.	N. Y. K.	23, Feb.
Swatow, Amoy & Foochow	Haitan	D. L. Co.	23, Feb.
Singapore & Penang	Onsang	J. M. Co.	24, Feb.
Delagoa Bay, D'ban, M'lon & C.	Gujarat	B. L.	26, Feb.
Shanghai	Sardinia	P. & O.	26, Feb.
Singapore & Penang	Chunsang	J. M. Co.	26, Feb.
S'hai, Moji, Kobe and Yokohama	Namur	P. & O.	26, Feb.
Haiphong	Taksang	J. M. Co.	26, Feb.
Singapore, Mauritius & South			
African Ports			
Shanghai	Salamis	B. L. L.	End Feb.
Yokohama, Kobe and Moji	Kutsang	P. & O.	1, Mar.
Nagasaki, Kobe and Yokohama	Nikkio M.	N. Y. K.	3, Mar.
S'hai, Y'hama, Kobe and Moji	Itola	D. S. Co.	15, Mar.
Shanghai	Tijpanas	J.C.J. L.	Q. desp.
Shanghai	Tijaroem	J.C.J. L.	Q. desp.
Shanghai	Tijkembang	J.C.J. L.	Q. desp.
Shanghai	Tijmanoeck	J.C.J. L.	Q. desp.
Latavia, Cheribon, Samarang, & C.	Tjikini	J.C.J. L.	S. half O.
Java	Tjiliwong	J.C.J. L.	S. half O.
Japan	Tjibedias	J.C.J. L.	F. half D.

TO SAIL

"INDRA" LINE LIMITED.

FOR NEW YORK VIA PANAMA CANAL.

S.S. "INDRACHIRI"

Will Depart on the 25th February, 1915.

For freight, passage and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215, Sub. Ex. 9.

Hongkong, 12th February, 1915.

ELLERMAN LINE.

JAPAN, CHINA & STRAITS
TO
MARSEILLES, LONDON & LIVERPOOL

For Steamer Sails
MARSEILLES & LONDON..... City of Corinth 20th March.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.

Hongkong, 22nd February, 1915

General Agents.

MOVEMENTS OF
STEAMERS.

AMERICAN MAIL.

The P. M. S. KOREA sailed from Yokohama on Thursday, February 18, via Manila for Hongkong. The mails have been transferred to the S. A. W. MARU of the N.Y.K. Line, which is scheduled to arrive at Hongkong on February 23.

ENGLISH MAIL.

The P. & O. S. SARDITIA left Hongkong for this Port on the 22nd instant p.m. with the outward English Mails, and is due here on the 23rd instant at about daylight.

MERCHANT STEAMERS.

The T. E. K. S. TENYO MARU will next leave for San Francisco via usual ports on Tuesday, 13th April, at noon.

The Barber Line S. S. ST. ROBERT left New York for Hongkong via Suez Canal on the 2nd January and is due to arrive here about the beginning of March.

The Barber Line S. S. BOLTON CASTLE for Hongkong via Panama Canal left New York on the 29th January and is therefore due to arrive here about the beginning of April.

The American and Oriental Line S. S. ROYAL PRINCE arrived at Yokohama on the 9th inst. and may be expected at Hongkong on the 13rd inst.

The S. S. ITOLA sailed from Calcutta on the 20th inst. and may be expected here on or about the 11th March.

VESSELS IN PORT.

Steamers.

Yokohama Maru, Jap. S. S. 4,010, S. Kona, 14th inst.—Shanghai, 11th inst. Gen.—N. Y. K.
Boyarin, Rus. S. S. 995, G. Baiding, 14th inst.—Haiphong, 12th inst. Gen.—Chinese.
Phranang, Br. S. S. 1,102, Flashman, 15th inst.—Shanghai, 13th inst. Gen.—Chinese.

Talsang, Br. S. S. 1,544, G. F. Matthews, 15th inst.—Manila, Gen.—J. M. & Co.
Chunsang, Br. S. S. 1,418, G. J. Matlock, 18th inst.—Java, 6th inst. Sugar J. M. & Co.

Shengking, Br. S. S. 1,943, Wm. McIntosh, 18th inst.—Swatow, 17th inst. Gen.—B. & S.
Zafro, Am. S. S. 2,781, N. T. Ventorini, 18th inst.—Saigon, 14th inst. Rice—S. T. & Co.

Aldenhay, Br. S. S. 2,276, G. L. Smith, 19th inst.—Cebu, 14th inst. Gen.—G. L. & Co.

Sungking, Br. S. S. 997, J. Robinson, 19th inst.—Fakhol, 13th inst. Gen.—B. & S.

Chingchow, Br. S. S. 1,195, J. Doyle, 13th inst.—Saigon, 13th inst. Rice & Meal—Chinese.

Hue, Fr. S. S. A. Corvelissen, 20th inst.—Kwang-chow-wan, 19th inst. Gen.—A. R. Marty.

Kuigan, Br. S. S. 1,320, Lavers, 19th inst.—Bangkok, Rice—B. & S.

Kumchow, Br. S. S. 1,450, R. Martin, 19th inst.—Saigon, 18th inst. Gen.—Chinese.

Kanchow, Br. S. S. 1,222, J. Gibbs, 21st inst.—Shanghai, 18th inst. Gen.—B. & S.

Namang, Br. S. S. 2,591, H. E. Gilroy, 21st inst.—Singapore, 15th inst. Gen.—J. M. & Co.

Rangoon Maru, Jap. S. S. 3,916, H. Nomura, 21st inst.—Singapore, 14th inst. Gen.—N. Y. K.

Parais, Br. S. S. 2,744, J. Hill, 22nd inst.—S. Francisco, 23rd inst. Gen.—P. M. S. Co.

Jade, Fr. S. S. 286, J. Panmer, 20th inst.—Haiphong, 18th inst. Gen.—W. Jack.

Shidenoko Maru, Jap. S. S. 4,072, M. Dagauchi, 21st inst.—Shanghai, 18th inst. Gen.—N. Y. K.

Kueichow, Br. S. S. 1,220, Forsyth, 20th inst.—Manila, 18th inst. Gen.—B. & S.

Haitan, Br. S. S. 1,183, J. W. Evans, 21st inst.—Swatow, 20th inst. Gen.—D. L. & Co.

TO SAIL

CANADIAN PACIFIC
RAILWAY CO.'S
STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP

"MONTEAGLE"

WILL SAIL FROM HONGKONG FOR
VANCOUVER

Accepting Cargo and Passengers for Canada, the United States, West Indies, London, etc.

24th FEBRUARY & 1st MAY.

Subsequent dates of sailing will be announced later.

Passage Rates:—

VANCOUVER \$31; LONDON \$43 & \$45.

Rates to other points furnished upon application.

For Freight or Passage apply—

D. W. CRADDOCK.

Hongkong, 18th January, 1915.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON,
VIA PANAMA

THE Steamship

"ROYAL PRINCE"

Captain Ceull, will be despatched as above on Friday, 26th February.

For Freight etc. apply to

THE BANK LINE LIMITED

General Agents.

Hongkong, 29th January, 1915.

CONSIGNEES

CONSIGNEES

TOYO KISEN KAISHA.
S.S. "SHINYOMARU,"
FROM SAN FRANCISCO, via
HONOLULU, JAPAN PORTS,
and MANILA.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From GLASGOW, LIVERPOOL,
and STRAITS.

The Steamship

"LENNOX"

CONSIGNEES of Cargo are

herby informed that all

Goods are being landed at their

risk into the Godowns of Holt's

Wharf at Kowloon, whence

and/or from the wharves

delivery may be obtained.

No claims will be admitted

after the Goods have left the

Godowns, and all Goods remain-

ing undelivered after the 24th

instant will be subject to rent.

All claims against the Steamer

must be presented to the Under-

signed on or before the 10th prox.

or they will not be recognised.

All broken, chafed and damaged

Goods are to be left in the Go-

downs, where they will be ex-

amined on the 24th inst. at 9.30

a.m.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

DODWELL & Co., Ltd.

Hongkong, 17th February, 1915.

K. DOI,

Actg. Agent.

Hongkong, 16th February, 1915.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1: A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and Watling.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, etc., etc.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE HEADWAY	STILL AT ORDINARY TIDE STAGE	SPRINGS	SLIPS
KOWLOON					
No. 1 Dock, Kowloon.....	200'	{ 50' top 40' bottom }	30'	5' 6"	
No. 2 Dock, Kowloon.....	210'		15' 6"	5' 6"	12 foot beam
No. 3 Dock, Kowloon.....	210'		24'	5' 6"	12 foot beam
Patent Slip, No. 1 Kowloon.....	240'		50'	5' 6"	12 foot beam
Patent Slip, No. 2 Kowloon.....	240'		50'	5' 6"	12 foot beam
TAI-KOE-KU					
Compass Point Dock.....	200'	50'	50'	5' 6"	12 foot beam
ABERDEEN					
How Dock.....	250'	50'	50'	5' 6"	12 foot beam
Patent Dock.....	210'	50'	50'	5' 6"	12 foot beam

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, TUESDAY, FEBRUARY 23, 1915.

JOCKEY CLUB RACES.

(Continued from page 5.)

assumed a desperate nature, Vida sending out Perfection Dahlia at the distance post, making the race with Australian Chief. Vida managed to win by a short head from the Chief, the latter's stable companion securing third place by half a length. Standard Dahlia was fourth and Gamster fifth. Time 3-13.2/5.

Winner \$81.20
Places 25.40 \$7.70

Cash Sweep:—
Ticket No. 377 \$5,695.20
838 1,627.20
410 813.60
Commission 904.00
Total \$9,040.00

4.—The Subscription Grifflin Challenge Cup.—Value \$1,000. For China Ponies, Subscription Grifflins of the current Season. Weight for inches as per scale. To be won two years consecutively by Ponies the bona fide property of the same owner or owners. Winner to receive \$500 and 70 per cent. Second \$250 and 20 per cent. Third \$125 and 10 per cent. of the Entrance Fees until the Cup is finally won, when the Second Pony will receive 75 per cent. and Third Pony 25 per cent. of the Entrance Fees in addition to the place money. Entrance \$10. One Mile and a quarter.

Mr. John Peel's Sailor, 10st 12lb (Mr. Johnstone) 1
Mr. Nemes's Sabrang, 10st 12lb (Mr. Sath) 2
Mr. Bruton's Thurlston, 10st 9lb (Mr. Ezra) 3
Mr. Ellis Kadoorie's Baroda Chief, 10st 12lb (Mr. Moller) 0
Mr. Tierce's Whiteboy, 10st 9lb (Mr. Heard) 0
Mr. Trio's Kukri, 11st 1lb (Mr. Burkill) 0

Off at 1.05 p.m. After a false start, the Chief settled down in front of White Boy. Passing the stands for the first time, the Chief was leading, followed by Sabrang and White Boy, with Sailor last. Sabrang still kept in company with the leader up the hill and when nearing the Buck came up and took the lead, the Governor's pony lying third and Sailor fourth. This order was maintained until the bend was reached, when White Boy got into second place, being followed by Kukri, Sailor and the Chief. Sabrang still led to the straight, the same order being maintained. The Chief then joined up with the rest and Sath commenced to apply the whip, but Sabrang was beaten. Then Johnstone shot in front and, riding an easy mount, won from Sabrang by four lengths, Thurlston a head behind, being third. Time:—2 min. 40.2-5 secs.

Dividend:—
Winner \$6.90
Places \$6.05, \$28.80
Cash Sweep:—
Ticket No. 396 1st \$1,280.00
273 2nd 360.00
319 3rd 180.00
Commission 200.00
Total \$2,000.00

5.—The China Stakes.—Winner \$800 Second \$200. Third \$100. For China Ponies. Weight for inches as per scale. Winners at this Meeting of one Race 7lb.; of two or more Races 10 lb. extra. Grifflins allowed 5 lb. Subscriptions Grifflins 1913-1914 and 1914-1915 that have not won more than one race allowed 10 lb. Jockeys who have never had a winning mount in Hongkong or Shanghai or Tientsin allowed 5 lb. Entrance \$5. Five Furlongs.

Mr. Medico's Coronet, 10st 7lb (Mr. V. du) 1
Mr. Ellis Kadoorie's Welsh Chief, 10st 8lb (Mr. Heard) 2
Mr. John Peel's President, 11st 8lb (Mr. Johnstone) 3
Mr. Bruton's Joss Mighty, 11st 1lb (Mr. Ezra) 0
Dr. Forsyth's Lindsey G, 9st 11lb (Mr. Gillies) 0

Mr. Ellis Kadoorie's Baroda Chief, 11st 1lb (Mr. Moller) 0
Mr. Trio's The Bird, 10st 9lb (Mr. Hickman) 0
Off at 2.20 p.m. On the fall of the flag Coronet went to the front, followed by Welsh Chief and President. This order was maintained into the straight. At the distance post the Chief challenged the leader but could make no impression, Vida, riding without pressure, securing a comfortable victory by three lengths; the same distance away, President was third.

Time 1 min. 13 1-5 secs.
(Best previous record by 4-5 of a second.)
Winner \$9.90
Places 5.10 \$5.90 \$5.10
Cash Sweep:—
Ticket No. 67 1st \$1,908.99
44 2nd 545.40
269 3rd 272.70
Commission 303.00
Total \$3,030.00

6.—The Lusitano Cup.—Presented by the Members of the Club Lusitano. For China Ponies bona fide Grifflins on date of entry. Second to receive \$250. Third \$125. Weight for inches as per scale. Subscription Grifflins of this Season 1914-1915 allowed 7 lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Winners 7 lb. extra. Entrance \$10 to go to Winner. One Mile.

Mr. Tierce's Dunrobin, 11st 1lb (Mr. Heard) 1
Sir Paul's The Duke Dahlia, 10st 12lb (Mr. Burkill) 2
Mr. John Peel's Beestock, 10st 9lb (Mr. Johnstone) 3
Mr. Ellis Kadoorie's Canadian Chief, 10st 12lb (Mr. Moller) 0

Off at 3.17 p.m. This race provided H.E. the Governor with his first win for the meeting. The start was delayed through Canadian Chief anseating his rider near the rock and bolting back to the three-quarter mile post, where he was stopped and brought to the starter, being furnished with a new bridle. From a nice even start Duke Dahlia took the lead, followed by Canadian Chief, Dunrobin and Beestock. Passing the post for the first time, Canadian Chief was in the premier position, Duke Dahlia being second, Beestock third and Dunrobin last. By the foot-hill stand, Moller commenced to pull very hard on the leader, who was closely attended by the Dahlia and Beestock, with the Governor's pony last. Canadian Chief ran gamely on, Johnstone joining Burkill in the second position. Going up the hill Canadian Chief fell back, Burkill taking the lead from Duke Dahlia, being closely attended by Beestock, Dunrobin and Canadian Chief lying last. By the village bend the same order was maintained. Into the straight Sir Paul's pony led, with Beestock next, Dunrobin third and Canadian Chief last. Dunrobin then challenged the leader and, drawing alongside at the distance post, easily got in front of Duke Dahlia and you comfortably by two lengths, Beestock, five lengths away, being third. Lady May led in the winner and received a tremendous ovation, particularly from the Portuguese community, the Trophy being from the Lusitano Club. Afterwards Mr. Gedde took photographic groups of H. E. and Lady May, Mr. and Mrs. Stabb and Mr. T. F. Hough. Time 2 min 6 secs.

Dividend:—
Winner \$98.50
Places \$118.30, \$6.90
Cash Sweep:—
Ticket No. 340 1st 2,138.85
632 2nd 611.10
389 3rd 305.55
Commission 339.50
Total 3,395.00

7.—The Challenge Cup.—Value one hundred Guineas. For China Ponies. Weight for inches as per scale. To be won two years consecutively by a Pony or Ponies the bona fide property of the same owner or owners. Winner to receive \$500 and 70 per cent. Second \$250 and 20 per cent. Third \$125 and 10 per cent. of the Entrance Fees until the Cup is finally won, when the Second Pony will receive 75 per cent. and Third Pony 25 per cent. of the Entrance Fees in addition to the place money. Entrance \$10. One mile and three quarters.

Mr. John Peel's Ampfield, 12st 10lb (Mr. Johnstone) 1
Sir Paul's Dreadnought Dahlia, 11st 1lb (Mr. Burkill) 2
Sir Paul's Sunstar Dahlia, 11st 1lb (Mr. Vida) 3
Mr. Ezra's Perhaps, 11st 1lb (Mr. Ezra) 0

Mr. Ellis Kadoorie's Saxon Chief 11st 1lb (Mr. Moller) 0
Off at 3.42 From the start Perhaps led, followed by Saxon Chief, Ampfield, Dreadnought Dahlia and Sunstar Dahlia. Perhaps the stand for the first time the same order was maintained. Mounting the hill Perhaps showed signs of souring, but Mr. Ezra managed to keep him on the go and he led the way into the straight. At the bend Burkill was pressing his mount forward and Johnstone, accompanied by Vida, was coming with a rattle on the outside. At the distance post Saxon Chief took the lead in the middle for the moment. Then all five ponies raced, the Chief showing signs of distress and Ampfield getting the verdict by half a length from Dreadnought, with Sunstar Dahlia third. Time 2 min. 52 secs.

Dividend:—
Winner \$7.80
Places \$5.40, \$6.00
Cash Sweep:—
Ticket No. 494 1st 2,044.35
222 2nd 584.10
70 3rd 292.05
Commission 324.50
Total 3,245.00

8.—The Royal Navy Cup.—Winner \$800. Second \$200. Third \$100. For China Ponies, Subscription Grifflins of any Season. Weight for inches as per scale. Winners at any Meeting of one race 7 lb.; of more than one 14 lb. extra. Penalties accumulative. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. From the Two Mile Post Once Round and in.

Dr. Forsyth's Lorenzo, 11st 8lb (Mr. Pope) 1
Mr. Shellim's Lucky Gem, 10st 12lb (Mr. Knoll) 2
Sir Paul's Ideal Dahlia, 11st 1lb (Mr. Vida) 3
Mr. Apear's Topaz, 10st 12lb (Mr. Sath) 0
Mr. Bruton's Thurlston, 10st 1lb (Mr. Ezra) 0
Dr. Forsyth's Turzani, 10st 1lb (Mr. Forbes) 0
Mr. R. D. Harvey's The Shirdex, 10st 10lb (Mr. Sedgwick) 0
Mr. Ellis Kadoorie's Bikanir Chief, 11st 1lb (Mr. Hickman) 0
Mr. John Peel's Soldier, 11st 1lb (Mr. Johnstone) 0
Mr. Tierce's Bayard, 10st 9lb (Mr. Heard) 0

Off at 4.15. From a moderate start the Chief took the lead on the rails, followed by Lorenzo, Past the stand, this couple led the way with Ideal Dahlia last, Bayard being just in front. At the foot-hill stand the Chief still held the premier position with Lorenzo and Topaz following on. Up to the rock the Chief had a lead of ten lengths from the field, which had now clustered together. Mounting the hill the Chief was in distress and Vida came along with a rattle and took second place. Into the straight Johnstone and Vida raced close together, Johnstone having the

DEATH OF MR. E. A. R. SAYER.

We regret to record the death of Mr. E. A. R. Sayer, second son of Mr. and Mrs. G. J. B. Sayer, who are old residents in the colony. The deceased gentleman, who was thirty-six years of age, met with an accident in 1904, while employed on one of the Douglas steamboats, a fall in the engine room causing injuries the effects of which he suffered from up to the time of his death. Despite trips to Canada and home to undergo treatment by specialists a cure was not effected and he passed quietly away yesterday morning at 11.5 o'clock. The funeral took place at the Happy Valley this morning.

DISORDERLY BEHAVIOUR.

At the Police Court this morning two Indians were charged with behaving in a disorderly manner in Queen's Road, while under the influence of liquor. It appears that the men quarrelled and in the course of a fight the first defendant bit a piece out of the nose of the other. The first defendant was fined \$10 and the other \$5.

SPECIAL POLICE RESERVE.

The first British Company of the Special Police Reserve will parade at the Central Police Station on Friday, February 26, at 5.30 p.m. sharp. The last Chinese Company will parade at the same place and time on Thursday, February 25.

Peak Special Police. Gentlemen to whom rifles, belts, whistles etc. were issued are requested to return the same to the store sergeant, Central Station.

Alleged Theft of Typewriter.

This morning a Chinese was charged before Mr. J. R. Wood, at the Police Court, with stealing a Remington Junior Typewriter, the property of Messrs. Siemens and Co. on February 13. The case was remanded until Thursday afternoon.

Malacca Estate Manager Found Dead.

Ipoh, Feb. 11.—Mr. Matthews, manager of Errol estate, Krian, has been found dead in his bungalow. A post mortem was made by Dr. Cox which revealed that death was due to peritonitis. The funeral was held at Paris Bantar, the Rev. A. B. Champion of Perak North officiating.—Singapore Free Press.

The F.M.S. Treasurership.

Mr. J. E. Smallwood, auditor of the British East Africa Protectorate, succeeds Mr. Henry G. B. Vano as treasurer of the F.M.S. He is expected to arrive in the State in April. This evidently refers to Mr. H. A. Smallwood, treasurer of the British East Africa Protectorate, whose name appears in the current issue of the Colonial Office List.—Straits Times.

ralla. Vida took a look at the field and commenced to press Ideal Dahlia. A hot tussle ensued, between Lorenzo, Ideal Dahlia and Lucky Gem, Lorenzo getting the verdict by a head, from Lucky Gem, while Ideal Dahlia was half a length away, third. Time 2 min 21 secs.

Dividend:—
Winner \$64.10
Places 11.10 \$13.20 \$12.00
Cash Sweep:—
Ticket No. 458 1st \$1,773.45
404 2nd 5-6.70
380 3rd 253.35
Commission 281.50
Total \$2,815.00
(Continued on Second Extra.)

LOCAL WEDDING.

Hall—Taylor.

The wedding took place this morning, at the Union Church, of Miss Davidson Taylor, the only daughter of Mr. and Mrs. William Taylor, of Kowloon Docks, to Mr. Robert Hall, the only son of Mr. and Mrs. George Hall, of Port Sunlight. The service was conducted by the Rev. J. Kirk Macdonald, there being a large number of friends of the parties present.

The bride, who was given away by her father and was attended by Miss Beatrice Kinross, wore a gown of white satin charmeuse, with a corsage of shadow lace, the whole being covered with nixon. The train was finished with a horse-shoe in orange blossoms and a true lover's knot in ribbon, while the traditional wreath of orange blossom surmounted the veil of tulle. Her bouquet was of white roses and heather. The bridesmaid wore a dress of white crepe-de-chine, a white hat, carried a bouquet of pink roses and wore a gold bracelet, the gift of the bridegroom.

The duties of best man were efficiently carried out by Mr. P. J. Taylor. The hymns sung were:—"The voice that breathed o'er Eden" and "Oh, perfect love."

Following the ceremony a reception was held at the Hongkong Hotel, the happy couple being the recipients of many congratulations from their numerous friends. The honeymoon is being spent in Shanghai and the North, the bride's going away dress being of cream serge, with a very smart hat.

The following is the list of presents:—

Kowloon Dock Staff; silver tea service and tray; Officers H. K. Volunteer Corps, silver tray; Mrs. Curry and Officers of Stone Cutters, barograph; Harbour Office Staff, card tray; Mrs. Alexander, coffee glasses; Mrs. Barrington, coffee cups, finger bowls and fruit plates; Mr. and Mrs. Crawford, ice bucket and tongs; Clyde Bank Mess, Inlaid black wood tray and coffee service; Mr. and Mrs. Chapman, Silver sweet dish; Messrs. Cooper and Lambert, fish knives and forks; Mr. H. F. Carmichael, Silver Bowl; Mr. and Mrs. Davidson & Haxton, Silver Cakes Basket; Mr. Greig, Silver flower holders; Mr. J. W. Graham, Dinner service; Mr. and Mrs. Gibson, Silver flower holders; Mr. and Mrs. Griffin, Black wood tray; Mr. B. Hunter, Silver toast racks; Mr. and Mrs. A. Hamilton, Silver fish carvers; Capt. Hall, Mrs. Browning's Poetical Works; Mr. and Mrs. W. C. Jack, Silver butter dish; Mr. Johnston, Black wood table; Typewriter Staff H. K. & Whampoa Dr. Office, Jade Brooch; Mr. and Mrs. Kinross, Silver Egg Cups and Tray; Miss Langley, Table centre; Mr. and Mrs. J. C. Lambert, Silver Coffee Service and Tray; Mr. and Miss Lennox, Silver flower holders; Mr. and Mrs. J. MacArthur, Coffee Cups; Mr. J. Maclean, lacquer plaques; Mrs. Maclean, fire screen; Mr. and Mrs. MacNeill, silver flower holder; Mr. and Mrs. Murphy, silver dish; Mr. and Mrs. Milroy, Japanese Electric light holder; Mrs. MacDonald, Black wood stool; Mr. and Mrs. Morris, Fancy silver clock; Mr. D. W. Murphy, Inlaid Black wood pictures; Mr. A. Nicholson, silver cake basket; Mr. and Mrs. Neave, silver fish carvers; Mr. and Mrs. Nelson, cloisonne vases; Mr. D. Neilson, bronze time piece; Mr. and Mrs. Owen, table napkin rings; Mr. and Mrs. Potham, sauce bowl; Engineer Coy. H. K. Volunteer Corps, time piece; Mr. and Mrs. J. Robinson, glass tray; Mr. H. T. Richardson, silver crane; Mr. Remedios, gold pendant; Mr. and Mrs. Robertson,

THE SANITARY BOARD.

Orders of the Day.

The following are the orders of the day for the meeting to be held on Thursday, February 25, at 3.45 p.m.

Minute by the President of the Sanitary Board re erecting a temporary latrine on the reclamation near the Reclamation Street Market in Yau-mat.

Application for permission to erect a well on Kowloon Marine Lot No. 85, To Kwa Wan.

Lime-washing return for the fortnight ending 9th Feb. 1915.

Mortality return for Hongkong for the weeks ending 24th and 31st January and for month ending 31st January, 1915.

Mortality return for Macao for the weeks ending 31st January and 7th February, 1915.

Ret return for the weeks ending 6th and 13th February, 1915.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut.-Col. A. Caspman, V. D.

Practice Alarm.—In the event of an alarm the senior at each point of assembly, as detailed in Corps Order No. 3 of 19. 2. 15, will get into telephonic communication with Volunteer Headquarters (No. 240) as soon as possible and will stand by for orders.

Guard.—On and after this date the Guard at Headquarters will be mounted at 6.30 p.m. and dismissed at 6.30 a.m.

Sick Parade.—Surgeon Captain G. D. R. Black having resumed duty, members of the Corps are to report to him instead of to Surgeon Lieutenant J. T. Smalley.

Resignation.—Gunner W. E. Fick is permitted to resign, dated 8. 2. 15.

Leave.—The undermentioned are granted leave of absence as follows:—Pte. D. O. Bodel from 28. 2. 15 to 28. 8. 15. Pte. R. G. Munro from 22. 2. 15 to 22. 2. 16. Pte. J. O. Taylor from 24. 2. 15 to 24. 2. 16.

Parades.—Parades for Wednesday, 24th instant, nil.

Detail.—Orderly Officer, Lieut. Danby, Orderly Sergeant, Sergt. Barlow. To furnish Guard to-night, No. 2 Section Artillery, to-morrow, No. 1 Section Artillery and Left Section, M. G. Co.

silver cruet, Misses Maggie and Gladys Ramsey, silver cake basket; Mr. A. Sinclair, silver flower holders; Mr. and Mrs. Scott, silver card tray; Misses K. and L. Scott, silver crumb scoop; Mr. J. M. Smyth, silver tray basket; Mr. and Mrs. D. Smith, silver salts; Mr. W. O. Shinner, silver cruet; Mr. P. J. Taylor, black wood cabinet; Mr. Thompson, silver cake dish; Mr. and Mrs. J. Tully, silver coffee spoons; Mr. and Mrs. Warden, silver sweet dish; Mr. and Mrs. Watt, picture, crumb tray; Mr. and Mrs. West, pickle jar; Mr. and Mrs. Wilkie, silver sugar basin.

Slater—Shirley.

At the Union Church yesterday the wedding was solemnised of the Rev. Noel Slater, of the London Missionary Society, to Miss Martha Ann Shirley, of Dromogrove, Warwickshire, the clergy present being the Rev. Kirk Macdonald and the Rev. T. E. Pearce.

The bride arrived by the S.S. Sawa Maru and besides the many friends of the bridegroom in Hongkong the service was attended by a number of travellers on the same boat. The bride wore a becoming cream gown, trimmed with the usual orange blossom, and was attended by Miss Watkins, of the London Mission. Mr. Arnold Hughes, principal of the Yung Wa College, made an efficient best man.

After the ceremony an At Home was held at the residence of Dr. and Mrs. Gibson. The happy couple will proceed to Amoy, where the Rev. Mr. Slater is stationed.

THE COURSE OF THE WAR.

WAR.

[Continued from Yesterday].

In their turn the Germans had come west, crossed the same passes, occupied Saint Dis, approached Epinal, menaced Belfort. Now easily in December the tide turned, and one by one the passes were again taken by French troops. The most considerable advance was down the valley of the Thur, the first valley north of Belfort. Thann, the town at the foot of the valley, was taken, the railroad toward Muelhausen occupied. At the same time another force moving north-east from Belfort along the foot of the mountain joined hands with the first and made a front facing Muelhausen and less than ten miles from it.

To the north the passes of the Sohlacht and the Bonhomme were taken, and the French began to move down these valleys towards Colmar, the capital of Upper Alsace. Already winter had set in on the mountains, and the fighting was done in snowdrifts, the troops exposed to storm and cold, the suffering of the wounded recalling something of the famous incidents of the retreat from Moscow. By mid-December the French were masters of the whole Vosges region south of the Bruche valley, which leads down to Strasbourg, and had been won and lost in August, but they had not yet made any substantial progress in the plain between the foothills and the Rhine.

The purpose of this campaign was two-fold. In the first place, it made a new draft upon German resources in men and artillery; in the second, the moral effect in Germany of the knowledge that her own territory was being occupied on both fronts was bound to be considerable. In France, too, where the presence of the Germans in Champagne was exciting impatience, the news of the return of the French to the "Lost Provinces" was sure to have a useful influence, to be received as a promise for the future, an assurance that Alsace-Lorraine would be again French when at last peace came.

Viewed as a whole in Alsace, in Champagne, in Flanders, it was clear in mid-December that the strategy of Joffre was fairly comparable with that of Grant before Richmond. By steady pressure, by extension of the battle lines, by constant action, the French commander was seeking to compel his opponents, now inferior in numbers, to retreat, shorten their lines by withdrawing from the Aisne to the Meuse, from France to Belgium, or run the risk of disaster at the superior numbers of the Allies continued to push against the whole German line, weakened by reinforcements sent to Russia. In this strategy, there was little of brilliance, of spectacular circumstances, there was no suggestion of the fury with which the Germans had attacked in Flanders, in Poland, but there was an ever-growing sense of mastery, control, a promise of ultimate victory won by numbers and resources, not by dash or dazzling military skill.

X. Sea Power.

In the second week in December the whole British people rejoiced over the most considerable naval victory of their nation since the Napoleonic era. Of the Falkland Islands a British fleet had at last accounted for the German warships which, in November, had sunk Cradock's squadron in the Pacific. Of five vessels, four, the Gneisenau, the Scharnhorst, the Leipzig and the Nürnberg went down in the action; only the Dresden escaped for the moment at least.

(To be continued.)

THE HONGKONG TELEGRAPH SECOND EXTRA

HONGKONG, TUESDAY, FEBRUARY 23, 1915.

JOCKEY CLUB RACES.

(Continued from Extra).

9.—The Champion Stakes.—
Winner \$2,000. Second \$400.
Third \$400. For China Ponies,
Winners at this Meeting only.
Weight for inches as per scale.
One Mile and a quarter.
Sir Paul's Perfection Dahlia,
11st 11lb (Mr. Burkill) 1
Mr. John Peel's President,
11st 11lb (Mr. Heard) 2
Mr. John Peel's Ampfield,
10st 12lb (Mr. Johnstone) 3
Sir Paul's Triumphant Dahlia,
10st 12lb (Mr. Vida) 0
Mr. Ellis Kadoorie's Australian
Chief, 11st 11lb (Mr. Moller) 0

Off at 4.30 p.m. From a good
start Triumphant Dahlia took the
lead, followed by President and
Australian Chief, with Perfection
Dahlia and Ampfield together last.
Passing the stand for the first time,
the order was:—Triumphant Dahlia,
President, Australian Chief, Perfection
Dahlia and Ampfield. At the
football stand Heard closed up
with Vida, Moller still lying
third, two lengths in front of
Ampfield. Up the hill to the rock
the same order was maintained.
Australian Chief now closed up
with the bunch on the outside,
having Ampfield as his nearest
neighbour. Rounding the village
bend Triumphant Dahlia still
showed the way to the field,
followed by Australian Chief,
President and Ampfield, with
Perfection Dahlia last. In
to the straight Vida still
had command, being followed
immediately by Ampfield and
President. Australian Chief was
beaten. President then came
away on his own, but was at
once challenged by Perfection
Dahlia, who wrested the lead
from him thirty yards
from home and won comfortably
by two lengths. Half a length away,
Ampfield was third. Time 2
min 35 secs—four fifths of a
second under record.

Dividend:—
Winner \$58.90
Places \$30.40, 20.50.
Cash Sweep:—
Ticket No. 784 1st 10,614.10
" 705 2nd 3,032.80
" 938 3rd 1,516.30
" 494 100.00
" 1281 100.00
Commission 1,707.00
Total \$17,070.00

10.—The Consolation Stakes.
—A Sweepstakes of \$5 each with
\$400 added for Winner. Second
\$200. Third \$100. For China
Ponies that have run and not won
at this Meeting. Weight for in-
ches as per scale. Jockeys who
have never had a winning mount
in Hongkong, Shanghai or Tientsin
allowed 5lb. One Mile.
Mr. John Peel's Annam, 11st
4lb (Mr. Johnstone) 1
Mr. Ellis Kadoorie's Saxon
Chief, 11st 11lb (Mr. Heard) 2
Sir Paul's Sunstar Dahlia 11st
11lb (Mr. Vida) 3
Mr. Gilpin's Sir Calidore,
11st 11lb (Mr. Seth) 0
Mr. Gilpin's Sir Galahad, 10st
12lb (Mr. Knoll) 0
Sir Paul's Dreadnought Dahlia
11st 4lb (Mr. Burkill) 0

Off at 5 o'clock. Passing the
stand Saxon Chief led with
Sunstar Dahlia second, Sir
Galahad third and Sir Calidore
last. Up the hill the leaders
maintained the same order,
Dreadnought Dahlia and
Annam being last. Round
by the village bend Johnstone
got to work and tried to get up
with the leader. Into the
straight the ponies came together,
and Johnstone's mount, coming
along strongly, on the outside,
took premier place and won com-
fortably by three lengths from the
Chief, Sunstar Dahlia, a length
and a half away, being third.
Time 2min. 7. 2-5 secs.

TO-DAY'S LATEST WAR TELEGRAMS.

HOSTILE AIRCRAFT ON EAST COAST.

SUBMARINE ATTEMPT ON FOLKESTONE-BOULOGNE BOAT.

FRENCH SINK GERMAN SUBMARINE.

[Reuter's Service to The "Telegraph."]

British Treasury Bills Subscription.

Feb. 23, 9.20 p.m.
Applications for twenty-million pounds sterling British
Treasury Bills totalled £60,750,000, with an average rate for six
months' bills of one and five-eighths per cent. and twelve months'
bills at two and seven-eighths per cent.

Submarine Attempt on Folkestone-Boulogne Boat.

Feb. 24.
The Admiralty states that the Folkestone-Boulogne mailboat
was attacked by a submarine, shortly after leaving Boulogne har-
bour yesterday evening. A torpedo passed thirty yards ahead of
the ship. The ninety-two passengers consisted of civilians and
included neutral subjects.

Another British Steamer Mined or Torpedoed.

Feb. 24, 4.25 p.m.
The steamer Branksome Chine has been mined or torpedoed
twenty miles from Beachy Head. Eighteen of the crew have been
landed at Newhaven. The captain and mate are standing by in the
hope of beaching the steamer, which is badly damaged. Lifeboats
are assisting a larger steamer in distress near the same spot.

Aeroplane Reported off Colchester.

It is reported from Colchester that seven enemy aeroplanes
were sighted flying over Mappin Sands, north-westwards, on Tues-
day afternoon.

Bombardment of Dardanelles Ports Interrupted.

Feb. 23, 4.45 p.m.
The Admiralty announces that unfavourable weather and the
low visibility due to a gale has interrupted operations in the
Dardanelles. The outer forts were seriously damaged
by the bombardment of February 19.

It also announces the restriction of navigation in the Irish
Channel and the North Channel.

German Submarine Sunk by French.

Feb. 24, 4.35 a.m.
A Paris official message says that a vessel belonging to the
second French flotilla, at 7.30 on Tuesday morning, discovered and
shelled a German submarine on the surface, eight miles south-west of
Capt Albrecht, near Boulogne. Several shells struck the submarine
before she dived. Oil was seen floating where she disappeared.

Dividend:—
Winner \$10.80.
Places \$7.10, \$9.40.
Cash Sweep:—
Ticket No. 507 1st \$1,625.40
" 132 2nd 404.40
" 80 3rd 232.20
Commission 258.00
Total \$2,580.00

11.—The Nil Desperandum
Stakes.—A Sweepstakes of \$5
each with \$400 added for Winner.
Second \$200. Third \$100. For
China Ponies; Subscription Grif-
fins of this Season 1914-1915 that
have run and not won at this
Meeting. Weight for inches as
per scale. Jockeys who have
never had a winning mount in
Hongkong, Shanghai or Tientsin
allowed 5 lb. Five Furlongs.
Sir Paul's Ideal Dahlia, 11st
11lb (Mr. Vida) 1
Mr. Tioros's Whiteboy, 10st
9lb (Mr. Heard) 2
Mr. Apoor's Topaz, 10st 12lb
(Mr. H. Seth) 3
Mr. Ellis Kadoorie's Jaipur

Chief, 10st 9lb (Mr. Ezra) 0
Mr. Ellis Kadoorie's Gwalior
Chief, 10st 12lb (Mr. Pope) 0
Mr. Leprehorn's Erin, 10st
7lb (Mr. Forbes) 0
Mr. Shellin's Lucky Gem,
10st 12lb (Mr. Knoll) 0
Mr. Waylong's Bluebottle,
10st 9lb (Mr. Johnstone) 0
Off at 5.32. Bluebottle took
the lead from the fall of the flag
and led to the straight.
Then Vida came along and
Whiteboy, and the race resolved
itself into a tussle between
the three-placed ponies. The
winner won by three lengths, a
length separating second and
third. Time 1 min. 17. 1-5 secs.
Dividend:—
Winner \$17.70
Places \$8.00, \$13.70, \$28.40
Cash Sweep:—
Ticket No. 276 1st \$1,390.00
" 259 2nd 540.00
" 428 3rd 270.00
Commission 300.00
Total \$3,000.00

THE GERMAN VIEW.

TEACHING CHILDREN TO GO WITHOUT.

Bread and Butter Economy.

By Charles Tower (lately cor-
respondent of The Daily News
in Berlin).

The "campaign for frugality"
throughout the German Press is
taking curious forms. It is being
obviously rather over-written in
response to official hints, and the
newspapers, particularly of the
Rhine-land, where the official
sumptuary laws have been most
stringent, continue to publish
wondrous "advice" from various
sources. The principal organ of
Rhenish Catholics, the *Koeln-
ische Volkszeitung*, publishes
in its issue of Sunday last a
schoolmaster's letter, pointing out
how the school-children can be
drawn into the national service.

"Male and female teachers in
town and country should be called
to assist. It should be their duty
constantly to appeal to the con-
science of the school-children,
who, as a body, are the chief con-
sumers of bread, and to bring the
voluntary goodwill of the children
into the service of the Fatherland.
Experience shows that it is really
not difficult to persuade healthy
boys and girls to give up of their
own accord their wheaten bread
at ten o'clock, or at least to content
themselves with a slice of rye
bread. Unfortunately there are
many superficial or too tender
parents, especially mothers, who
either do not think, or cannot per-
suade themselves to think, of
suggesting to their children any
frugality, quantitative or qualita-
tive, in their consumption of
bread."

The children, the teacher adds,
"should be fired by the frequent
repetition of warm-hearted appeals
to their self-sacrifice to regard the
frugal use of bread as a matter of
honour."

Apparently the frugality cam-
paign has at last begun to make
newspaper-readers nervous re-
garding available supplies, which,
of course, was the object. The
Magdeburger Zeitung (the
leading National-Liberal organ),
however, informs them that
things are nearly as bad in Eng-
land.

"The British Government," it
declares in a message dated from
Copenhagen, "has given the
newspapers instructions to write
articles against expenditure on
luxuries, since the cost to Eng-
land of the war rises enormously
from day to day owing to the
pension list."

Profit from Spirits.

Meantime certain protest
begin to make themselves heard,
particularly against the
"Schnapps-barons," the landow-
ners, who derive a not inconsider-
able profit from the conversion of
cereals into spirits. A "Country
Reader," writing to the *Koelnische
Volkszeitung*, points out the
impossibility of persuading coun-
try folk that there can be any
need for retrenchment in the use
of cereals, when day by day in
front of their cottages rises the
puffs of white steam from a di-
stillery of corn spirit.

In the *Tageblatt* of Monday
morning, Theodore Wolff, the
editor, prints the text of a post-
card received by him from a
cavalry captain serving in the
West. The message runs:

"It is a remarkable phenomenon
that, except at the outbreak of the
war, hatred and contempt are not
to be found at the front, but ex-

clusively at home. We at the
front do our duty, and respect the
enemy, who does the same."

Theodore Wolff observes justly:
Every one of these words writ-
ten on the battlefield is infinitely
more valuable than the whole
stylistic experiments of the little
literati with their lack of modesty,
who yesterday unravelled some
trifling art problem and to-day with
sudden strength of spirit reveal to
us the unused heroism of their
souls.

The observation, directed partly
against foreign and partly against
German writers, is intended to
bear a wide application.

In the *Vossische Zeitung* of
Jan. 4 Professor Ludwig Stein
(who migrated from Switzerland
to Berlin to found or re-found a
kind of international magazine
called *Nord und Sud*) takes up
the cudgels with those who have
accused Germany of following the
gospel of Nietzsche and the
precepts of Bernhardi. With
regard to Nietzsche, he declares
that he is

just about the very last thinker
who has comprehended the
innermost essence of the Ger-
man Being. It is not the Super-
man who represents that essence,
but Kant's categorical imperative.
The German Empire swears not
by Nietzsche's word, but by
Kant's "the starry heaven above
me, and within me the moral law."

Bernhardi in Britain.

With regard to Bernhardi and
his works, Professor Stein says:

Bernhardi has become the
bogey of the neutral nations,
thanks to the subterranean work-
ings from London, which is the
central seat of the political as of
the ecclesiastical missionaries.
Political pamphlets, with dis-
figured or jumbled extracts from
the works of Treitschke and
Bernhardi, are thrown upon the
markets of the English-speaking
world, thus public feeling against
the supposed "Superstate," Ger-
many, is systematically poisoned.
Only thus can we explain why,
in overseas countries whose public
opinion is inspired from the
London Central, we suddenly
stumble upon enemies where
hitherto we supposed ourselves to
have friends. In peace times we
have done nothing to inform this
public opinion, whereas England
has done everything to mislead
it. We only mobilised army and
navy, but England also mobilised
printers' ink and wood pulp paper.

If the worthy Professor were a
little better informed he would
know that an excellent English
translation of Bernhardi's book,
"On War of To-day," was made
in London by Karl von Donsath,
a member of the German Military
Club in London. If, therefore,
the "throwing upon the market"
of that translation was a "poison-
ing of public opinion," the Pro-
fessor should lay the blame on
the right German shoulder!

Naval Buster.

The German Press not unnatu-
rally takes advantage of the loss
of the *Formidable*; it continues its
process of trying to convince Ger-
man readers that the British
Navy no longer commands the sea.
The *Tagliche Rundschau*, the editor
of the *Tagliche Rundschau*,
writes in the issue of Monday.

Even if the material loss can be
borne by the strong English
Fleet, nevertheless with the *For-
midable* sinks another bit of
the self-assumed English mastery
of the seas, which it has lately
imposed upon a ruthlessly
and knowingly agitated neutrals.

The *Cuxhaven* raid is described
as a feat as a failure, whilst
Kipler claims that:

Our *Zepplins* scored hits on
the new protected cruiser *Are-
thus*, which withdrew burning.
The second cruiser, *Undanget*,
too, was probably hit, and two
destroyers were seriously injured.

PUBLIC AUCTION.

GEO. P. LAMMERT.
AUCTIONEER, SHARE &
GENERAL BROKER

PRELIMINARY NOTICE.

THE Undersigned has received instructions from the well-known dealer, Lah Von Kee Shanghai, to sell by Public Auction on
MONDAY & TUESDAY,
the 8th & 9th March, 1915, commencing each day at 2.30 p.m. at his Sales Rooms,
Duddell Street,
A Large and Valuable Collection of Antique China and Curios.

Full particulars will appear later)
GEO. P. LAMMERT,
Auctioneer.

PUBLIC COMPANIES

**THE HONGKONG & KOW-
LOON WHARF & GODOWN
CO., LTD.**

NOTICE TO SHAREHOLDERS.

The Twenty-Eighth Ordinary Annual Meeting of Shareholders will be held at the Offices of Messrs. Jardine, Matheson & Co., Ltd., on Thursday, the 4th March, 1915, at 11.30 a.m., for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from 22nd February to 4th March inclusive.

By Order of the Board of Directors.

W. S. BROWN,
Secretary.
Hongkong, 15th February, 1915.

**THE HONGKONG HOTEL
CO., LTD.**
NOTICE.

The Ordinary Half-Yearly Meeting of Shareholders will be held at the Company's Hotel on Saturday, the 27th February, 1915, at noon, for the purpose of receiving a Statement of Accounts of the Company to 31st December, 1914, with the report of the Directors, and to discuss any matter that may be brought before the Meeting.

The transfer Books of the Company will be closed from the 20th to 27th February, 1915, both days inclusive.

By Order of the Board,
J. H. TAGGART,
Acting Secretary.
Hongkong, 16th February, 1915.

**THE CHINA PROVIDENT
LOAN & MORTGAGE Co., Ltd.**

The Eighteenth Ordinary Annual Meeting of Shareholders in the Company will be held at the Offices of the Company, St. George's Building, No. 6 Connaught Road, on Friday, the 26th February, 1915, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from Monday, the 22nd February, 1915, until Friday, the 26th Feb., 1915, both days inclusive.

SHEWAN TOMES & Co.,
General Managers.
Hongkong, 12th February, 1915.

NOTICE

NOTICE

ANY EUROPEAN desiring to leave the Colony should apply in writing for permission to do so to the Provost Marshal, Head Quarters Offices, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, complexion and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes to the Provost Marshal at Head Quarters Offices between the hours of 10 a.m. and 4 p.m.

Don't forget after the Show Supper, and Light Refreshments
ALEXANDRA CAFE,
Great T.M. delight.

ENTERTAINMENTS.

THEATRE ROYAL.

Messrs. GONSALEZ BROS.

Present

THE

ITALIAN GRAND OPERA COY.

TO-NIGHT!

Tuesday, 23rd February,

"OTELLO."

Wednesday, 24th February,

"ERNANI."

Thursday, 25th February,

"TOSCA."

Friday, 26th February,

"BARTIERE DE SEVIGLIA."

PRICES AS USUAL

9 P.M. SHARP

Cash Booking ONLY at MOUTRIE'S.

THEATRE ROYAL,
HONGKONG.

**SATURDAY, FEBRUARY 27TH,
AT 9 P.M.**

GRAND EVENING CONCERT.

PROCEEDS TO GO TO

ALLIED FORCES' TOBACCO FUND.

Under the distinguished patronage of H.E. the Governor, Sir Henry May, K.C.M.G., H.E. Major-General Kelly, C.B., and Commodore Anstruther, C.M.G.

Special programme by well-known local artists, concluding with an amusing sketch, entitled

"PACKING UP"

as performed with great success in London and abroad.
BAND OF 25th PUNJABIS.
By kind permission of Lt.-Col. Moberly, and Officers.

PRICES AS USUAL.

Booking at MOUTRIE'S.

VICTORIA THEATRE.

TUESDAY, 23rd February, 1915.

The Powerful Picture

in 4 Parts—4,000 Feet Long.

THE MIDNIGHT GUEST.

The 6th Series—WAR PICTURES

in 2 parts.

Latest news from the seat of War.

New Comics, New Historical,

New Instructive Pictures.

BIJOU SCENIC THEATRE.

Commencing Saturday, 20th Feb.

The Powerful Drama

"PLAYING OF AN HOUR"

in 2 Parts—Length 3,000 Feet.

"THE BRIGHTER STAR" drama.

"MAX BECOMES A COOK" great comic.

WAR PICTURE, etc., etc.

MISS MAY CLARKE.

last few nights only.

OFFICIAL MARKET PRICES

Hongkong, February 19, 1915.

BUTCHER MEAT.

Beef Sirloin & Prime Cut, —Mei Lung Pa	lb.	19
" Corned, —Ham Ngau Yuk	"	19
" Roast, —Shiu	"	19
" Breast, —Ngau Lam	"	17
" Soup, —Tong Yuk	"	15
" Steak, —Ngau Yuk Pa	"	20
" do., —Sirloin, —Ngau Lau	"	30
" Sausages, —Ngau Cheung	"	24
Bullock's Brains, —No	per set	10
" Tongue, fresh, —Ngau Li	each	50
" corned, —Ham Ngau Li	"	60
" Head, —Ngau Tau	"	\$1.00
" Heart, —Ngau Sun	lb.	14
" Hump, Salt, —Ngau Kin	"	20
" Feet, —Ngau Keuk	each	11
" Kidneys, —Ngau Yiu	"	11
" Tail, —Ngau Mei	"	18
" Liver, —Ngau Kon	lb.	13
" Tripe (undressed), —Ngau To	"	8
Calves' Head & Feet, —Ngau tau-kenk	set	\$1.00
Mutton Chop, —Yeung Pei Kwat	lb.	25
" Leg, —Yeung Poi	"	25
" Shoulder, —Yeung Shau	"	24
" Saddle	"	27
Pigs Chittlings, —Chu Chong	"	27
" Brains, —Chu No	per set	24
" Feet, —Chu Keuk	lb.	13
" Fry, —Chu Chap	"	15
" Head, —Chu Tau	"	11
" Heart, —Chu Sam	each	11
" Kidneys, —Chu Yiu	"	18
" Liver, —Chu Kon	lb.	28
Pork Chop, —Chu Pai Kwat	"	24
" Corned, —Ham Chu Yuk	"	28
" Leg, —Chu Pei	"	20
" Fat or Lard, —Chu Yau	"	20
Sheeps' Head and Feet, —Yeung Tau Keuk	set	60
" Heart, —Yeung Sam	each	8
" Kidneys, —Yeung Yiu	"	12
" Liver, —Yeung Kon	lb.	26
Smoking Pigs, to order, —Chu Tsai	"	22
Suet, Beef, —Shang Ngau Yau	"	20
" Mutton, —Shang Yeung Yau	"	26
" Veal, —Ngau Tsai Yuk	"	19
" Sausages, —Ngau Tsai Cheung	"	20
Lard, —Chu Yau	"	20

POULTRY.

Chicken, —Kai Tsai	lb.	30
Capon, Large, Small, —Sin Kai	"	30
Ducks, —Ap	"	20
Doves, —Pan Kau	"	18
Eggs, Hen, —Kai Tan (cooking)	per doz	20
Fowls, Canton, —Kai	lb.	34
" Hainan, —Hoi Nam Kai	"	30
" Geese, —Ngo	"	24
Pigeons, Canton, —Pak Kap	each	28
" Hoihow, —Hoi How Pak Kap	"	25
" Snipe, —Sha Tsui	each	20
Turkeys, Cook, —Fo Kai Kung	lb.	60
" Hen, " " Na	"	45

FISH.

Barbel, —Ka Yu	lb.	16
Bream, —Pin Yu	"	18
Canton Fresh Water Fish, —Hoi Sin Yu	"	15
Carp, —Li Yu	"	20
Catfish, —Chik Yu	"	12
Codfish, —Mun Yu	"	14
Crabs, —Hai	"	26
Cuttle Fish, —Muk Yu	"	16
Dab, —Sha Mang Yu	"	12
Dace, —Wong Mei Lap	"	13
Dog Fish, —Tit To Sha	"	10
Eels, Conger, —Hoi Man	"	13
" Fresh water, —Tam Sui Yu	"	18
Eels, Yellow, —Wong Sin	"	32
Frogs, —Tin Kai	"	33
Garoupa, —Shek Pan	"	40
Gudgeon, —Pak Kap Yu	"	18
Herrings, —Tso Pak	"	20
Halibut, —Cheung Kwan Kap	"	20
Labrus, —Wong Fa Yu	"	18
Loach, —Wu Yu	"	28
Lobsters, —Lung Ha	"	28
Mackerel, —Chi Yu	"	20
Monk Fish, —Mong Yu	"	32
Mullet, —Chai Yu	"	18
Oysters, —Shang Ho	"	22
Parrot Fish, —Kai Kung Yu	"	12
Petich, —Tan Lo	"	18
Pike, —Fa Pan Fong	"	16
Plaice, —Pan Yu	"	15
Pomfret, Black, —Hak Chong	"	28
Pomfret, White, —Pak Chong	"	28
Prawns, —Ming Ha	"	28
Ray, —Pai Pa Sha	"	10
Rock Fish, —Shek Kau Kung	"	15
Roach, —Chun Yu	"	12
Salmon, —Ma Yu	"	30
Shark, —Sha Yu	"	7
Skate, —Po Yu	"	8
Shrimps, —Ha	"	25
Snapper, —Lap Yu	"	28
Soles, —Tat Sha Yu	"	26
Tench, —Wan Yu	"	18
Turbot, —Oho How Yu	"	18
Turtles, small, fresh water, —Keuk Yu	"	60

FRUITS.

Almonds, —Hang Yan	lb.	35
Apples (California), —Kam Shan Ping Kho	"	18
" (Chelco), —Tin Chun Ping Kho	"	18
" Small, —Hoi Tong	"	18
Bananas, fragrant, Canton, —San Shing Heung Chia	lb.	18
" (prides), —Macao, —San Heung Chia	"	18
Chestnuts, Chinese, —Fong Lut	"	18

肉食

Caramaulb, —Yeung To	each	12
Coconuts, —Ye Tso	"	12
Grapes, —Po Tai Tas	lb.	30
Lemons, China, —Ling Mang	"	8
" America, —Kam Shan Ling Mang	"	10
Lichees Dried, —Lai Chi, small Stone	lb.	28
" Fresh	"	10
Oranges, (Canton), —Shan-shang Tim Ching	"	5
" Sweet	"	8
Pears, (American), —Kam San Shoot Lay	"	16
" (Canton), —Cooking, —Sha Li	"	16
Peanuts, —Fa Shang	"	10
Perseimmons Large, —Hung Tes	"	10
Pine-apples, 1st quality, —Fun Ti Po Lo	each	1
" 2nd	"	1
Plantain, —Tai Chin	"	1
Plums, —Swatow, Hung Lai	"	14
Pumelo, Siam, —Chim Lo Yau	each	14
" Shanghai, —Lo Kwat	"	15
Walnuts, —Hop To	lb.	15
" Green, —Sang Hop Tuo	"	1
Water Melon, —(Am.) Kom San Sai Kra	each	1

VEGETABLES, &c.

Artichokes, Shanghai, —Sheung-hoi Ah Chi	lb.	8
Cheuk	"	8
Beans, (French), —Macao, —Oh Moo Pin Tan	"	8
" (French) Shanghai, —Sheung Hai Pin	"	8
" Sprout, —Ah Choi	"	8
" Long, —Tan Kok	"	10
Beet Root, —Hung Choi Tau	each	6
Bitter Squash, —Fa Kwa	"	8
Brinjals, Green, —Ching Yuan Kwa	"	8
" Red, —Hung Ke	"	8
Cabbage, Chinese, (common), —Ka Tsai	lb.	10
Cabbage, Shanghai, —Ye Tsai	"	14
Cane Shoots, bunch, —Kau Shan	"	8
Carrots, —Kam Shan	lb.	6
Celery, Chinese, —Tong Kan Tsai	"	8
Chillies Dried, —Kon Lap Chin	"	25
" Red, —Hung Ka Chin	"	10
" Green, —Ching Lap Chin	"	10
Curry Stuff, English, —Ka Li Chu Liu	"	8
Cucumbers, —Ching Kwa	each	2
Garlic, —San Tan	lb.	8
Ginger, young, —San Tse Keung	"	6
" old, —Lo Keung	"	12
Horse Radish, Shanghai, —Lik Kan	"	12
Indian Corn, —Suk Mai	each	1
Lettuce, —Yeung Shang Tsai	"	1
Water Chestnuts, —Ma Tai	lb.	8
" Mandarin, —Kwai Lam Ma Tai	"	35
Mushrooms, Fresh, —Shang Oho Ko	"	35
Musk Melon, Amer., —Kam-san Hong Kwa	each	1
Okroes	lb.	1
Onions Bombay, —Yeung Chong Tau	"	8
" Green, —Shang Chong	"	7
" Shanghai, —Sheung-hoi Chong Tau	"	7
Parsley, —Kun Tsai	lb.	8
Green Peas, —Ching Tau	lb.	8
Potatoes, Sweet, —Pan Shu	"	8
" Shanghai, —Sheung-hoi Shu Tsai	"	8
" Japan, —Yut Pan Shu Tsai	"	8
" American, —Fa Ki Shu Tsai	"	8
" Kocchow, —Foc-chow Shu Tsai	"	8
Pumpkin, —Tong Kwa	"	3
Radish, —Hung Lo Pak Tsai	"	3
Rhubarb (Fresh), —Tai Wong	"	1
Sage, —Tse So	"	1
Shallots, —Kon Chung Tau	"	8
Spinach, —Yin Tsai	"	5
Tomatoes, —Fan Ke	"	6
Taro, —Wu Tau	"	6
Turnips, Punt, (Long), —Lo Pak	"	4
" English, —Yeung Lo Pak	"	4
Vegetable Marrow, —Chit Kwa	"	4
" (American), —Kam-san Chit Kwa	"	4
Water Cress, —Sai Yeung Tsai	"	12
" Lily root, —Lin Ngau	"	6
Yam, —Ts Shu	"	6
English, —Yeung Kan Chai	"	1
" Tau	"	1

海鮮

海沙	of maximum charges fixed by Proclamation as revised up	
海沙	30th ult. The Proclamation also contained the following schedule	
大魚	of maximum retail prices:—	
魚	1. Flour:—	
石斑	(a.) Highest Grade, per bag of 50 lbs.,	\$4.50
鮑魚	per lb.,	.10
海參	(b.) Second Grade, per bag of 50 lbs.,	4.00
烏魚	per lb.,	.08
生魚	(c.) Third Grade, per bag of 50 lbs.,	3.50
魚	per lb.,	.07
墨魚	2. Tinned Milk:—	
白	(a.) Sweetened Condensed Milk, per 1 lb. tin,	.30
班	(b.) Unsweetened Condensed Milk, per 1 lb. tin,	.25
頭	(c.) Sterilized Milk, per tin, (18 oz.),	.25
花	(d.) Sterilized Milk, per 1 litre tin,	.35
籃	(e.) Eagle Brand, per 1 lb. tin,	.33
花	(f.) Skimmed Milk, per 1 lb. tin,	.20
糖	3. Sugar:—	
白	Cube, (in 6 lb. tins), per tin,	1.15
明	Refined Crystallized, per lb.,	.12
蝦	Granulated, per lb.,	.12
沙	Soft, No. 1 quality, per lb.,	.12
	No. 2	.11
	Cooking Salt, 2 coats per lb.	

Commercial.

A Neglected Singapore Industry.

There used to be in Singapore a factory for the splitting of rattans by machinery—a work which is mostly done by hand, so far as this hemisphere is concerned, in Hongkong, Borneo and some of the Dutch islands. Like many another small local industry of promise, it languished, disintegrated itself, and never was reconstituted. Up till the beginning of the War Era, rattan splitting was mostly done in Austria, Germany and America, but not on any great scale. As far as we know, it is an unknown industry in Britain, the users of the commodity there depending on importations. Two of the main sources of supply having disappeared, it is not too far-fetched to suggest that the re-establishment of the industry in Singapore might bring profit to somebody. At least it would be started with the advantages of a practically open market and an easily accessible supply of raw material, the whole rattan. The business of making bentwood chairs—the export of which from Australia, of course, will now pretty nearly cease—might be considered in conjunction with it. The process of making the actual bentwood might not be achievable here, but one heard the other day that a new process has been invented for making the chair frames of compressed cardboard very successfully. The Vice-Consul at Hamburg—or who was at Hamburg—was advising the British chairmakers recently on the possibilities of the new idea, and no doubt the Board of Trade could furnish particulars.—*Straits Times.*

Manchurian Maize.

The increasing demand for maize (called Indian corn in America), says the *Manchurian Daily News*, in the United States is one of the interesting developments in the produce market of Manchuria. Up to last year only stray shipments of considerable quantities, were exported to America. A change was noticed about June last year. So far about 80,000 tons have been sent away, and the run of demands thus sustained promise to grow into a permanent business between Manchuria and the United States. Indian corn has an almost unlimited demand in the United States and its supply is also immense. A large annual supply comes from South America which, however, has been afflicted with failure of crops during the past two years. We hear that the export of Manchurian maize is to fill this gap. As the splendid quality and comparatively moderate price of the Manchurian product has become known, it has been finding favour, particularly among the millowners.

Oil in Shensi.

The work of drilling the oil field which was discovered at Yen-chang has been started. From the report of the foreign experts, we learn that the field comprises an area of four hundred li. In the opinion of the experts, this is one of the largest oil fields that have ever been discovered. It is estimated that the whole quantity of oil it contains will be sufficient for supplying the world for a period of many years. With regard to the question of transportation facilities for the oil, it has been proposed that railways should be built for this purpose, but according to the view held by the Authorities, the work of transport will be much more simplified and the cost lowered, if the oil be transported by means of underground tubes, which should be laid from Yen-chang to Hankow through Sinyangchow, a distance of 1,300 miles. The cost of laying such a system of iron tubes is estimated at \$20,000,000. It is expected that the work will be completed within a period of seven or eight years.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS. SA.—SALES. B.—BUYERS. N.—NOMINAL.

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1914 Highest	1914 Lowest	1915 Highest	1915 Lowest	Last Dividend and Date
Banks.									
H'kong & Shanghai Banking Corp.	\$800 sb. & b. £71	12,000	\$125	all	855	July	700	Oct.	\$10 800 {£2. 3/- & 5/- bonus at ex 1/14 equal to £27.27 for 1/2 year ending 31/12/14
Marine Insurance.									
Marine Insurance Office, Ltd.	350	10,000	\$50	50	350	Dec.	305	Oct.	\$50 350 {Final of \$3 a/c 1912. Interim of \$18 a/c 1913.
North China Ins. Co., Ltd.	160	10,000	£15	5	145	May	133	Jan.	160 160 {Final of 10 p.c. making 20 p.c. for 1912
Union Ins. Society of Canton, Ltd.	\$825	2,400	\$250	100	847 1/2	April	700	Oct.	\$825 825 {Final of \$20 making \$50 for 1912 and Interim of \$30 for 1913
Yangtze Ins. Assoc. Ltd.	\$225	12,000	\$100	60	20	April	192 1/2	Jan.	225 225 {Final of \$12 mak. \$15 for 1912 & Int. of \$3 for 1913
Fire Insurance.									
China Fire Ins. Co., Ltd.	\$150	20,000	\$'00	20	160	July	140	Oct.	150 150 {£10 for 1912
H'kong Fire Ins. Co., Ltd.	\$395	8,000	\$250	60	395	Feb.	368	April	395 395 {£27 for 1912
Shipping.									
China & Manila S.S. Co., Ltd.	\$66	30,000	\$25	all	10	Jan.	5 1/2	Dec.	6 6 {£1 for 1906
Douglas Steamship Co., Ltd.	\$29	20,000	\$50	all	36	Mar.	27 1/2	Nov.	29 29 {£3 for year ending 30/6/14
Hongkong & M.S.S. Co., Ltd.	\$24	30,000	\$15	all	29 1/2	Jan.	22	Dec.	24 23 {Final of 40 cts. making 90 cts. for year ending 31/12/14
Indo-China Steam Navigation Co., Ltd.	\$66	60,000	£5	all	79	Jan.	50	Sept.	66 66 {Final of 3% making 6% on preferred shares & 5% on deferred shares for year 1913
Shell Transport & Trading Co., Ltd.	\$85/-	3,797,610	£1	all	106/-	Feb.	70/-	Sept.	85/- 85/- {Interim of 1/2 a/c 1915 C.No. 23
Star Ferry Company, Ltd.	\$37	40,000	\$10	all	49	Mar.	40	Nov.	37 37 {£1.70 per share and bonus of 30 cents per share for year ending 30/4/14
Refineries.									
China Sugar Refining Co., Ltd.	\$109	20,000	\$100	all	96 1/2	Feb.	70	Nov.	109 109 {£3 for 1912
Luzon Sugar Refining Co., Ltd.	\$19	7,000	\$100	all	31	Jan.	17	Dec.	19 16 {£3 for 1897
Mining.									
Kailan Mining Administration	32/-	1,000,000	£1	all	41/-	Feb.	33 1/2	Dec.	32/- 32/- {Making 5% Coupon No. 4. Final of 10% for year ending 30/6/14
Raub Australian Gold Mining Co., Ltd.	\$34	200,000	£1	all	310	Jan.	190	Nov.	3 1/2 3 1/2 {£1/2 for 1909
Troch Mines Ltd.	\$25 1/2	160,000	£1	all	39/-	Feb.	19 1/2	Nov.	25 1/2 25 1/2 {1/- mak. 7/6 a/c 1913
Docks, Wharves and Godowns &c.									
Hongkong & K.W. & G. Co., Ltd.	\$69	60,000	\$50	all	89	Jan.	73	Nov.	69 69 {£3.50 for year 1913
H'kong & W'pea D Co., Ltd.	\$57	60,000	\$50	all	77	Jan.	53	Oct.	57 57 {£3 dividend for year 1913
S'hai Dock & Eng. Co., Ltd.	\$51	66,700	£100	all	60	July	50	Dec.	51 51 {45 cts. for year 1914
S'hai & H'kew. W. Co., Ltd.	\$91	66,000	£100	all	109	Jan.	82 1/2	Dec.	91 91 {Interim of 1/2 for 1913
Land, Hotels and Buildings.									
Anglo French Land Co., Ltd.	\$124	25,000	£100	100	128	July	120	Dec.	124 124 {Tls. 6 on 29.2.10
H'kong Land Investment Co.	\$110	50,000	\$100	all	117 1/2	July	98	Nov.	110 110 {£3.50 for half year ending 30/6/14
H'phreys Estate & F. Co., Ltd.	\$64	150,000	\$10	all	9 1/2	Jan.	7	Nov.	6 1/2 6 1/2 {£3 for year ending 31/12/14
K'loon Land & Building Co., Ltd.	\$41	60,000	\$50	50	45 1/2	Jan.	44	Feb.	41 41 {45 cents for year 1914
Shanghai Lands	\$101	78,000	£50	all	98	Dec.	89	Oct.	101 101 {£3 for 1914
West Point Building Co., Ltd.	\$68 1/2	12,500	\$50	all	73	June	66	Feb.	68 1/2 68 1/2 {Interim of 5 p.c. for year ending 30/6/13
H'kong Central Estates	\$95	10,000	\$100	all	73	June	66	Feb.	68 1/2 68 1/2 {£2.25 for half year ending 31/12/14
Cotton Mills.									
Ewo Cotton S. & W. Co., Ltd.	\$181	20,000	£50	all	138	July	125	May	131 131 {Tls. 12 for year ending 31/10/14
Hongkong Cotton Co., Ltd.	\$64	125,000	\$10	all	8 1/2	Mar.	7	June	6 1/2 6 1/2 {50 cents 31/7/08
Kung Yik	\$13 1/2	75,000	£10	all	14	Jan.	11	Mar.	11 11 1/2 {Tls. 1.20 for year ending 30/11/14
Laou Kung Mow	\$75	8,000	£100	all	110	Feb.	70	May	75 75 {Tls. 12 for 1913
Shanghai Cottons	\$85	40,000	£50	all	135	Feb.	70	Nov.	85 85 {Tls. 10 for year ending 30/6/13
Miscellaneous.									
China Borneo Company, Ltd.	\$11	60,000	\$12	all	12	May	10	Dec.	11 11 {£1.20 for 1913
China Light & Power Co., Ltd.	\$4	50,000	\$5	all	4.90	July	4	April	4 4 {6% for year ending 28.2.06
Do. (Spec. shares)	\$4	50,000	\$1	all	9	Jan.	7	Nov.	8 7.95 {70 cts. for 1913.
China Prov. L. & M. Co., Ltd.	\$35	200,000	\$10	all	39	June	35	Aug.	35 35 {£1.50 for year ending 31/7/14
Dairy Farm Company, Ltd.	\$35	40,000	\$10	all	6	Jan.	5	Dec.	5 1/2 5 1/2 {40 cts. for 1911.
Green Island Cement Co., Ltd.	\$43	400,000	\$10	all	6.90	Jan.	5	Dec.	5 1/2 5 1/2 {£1.30 per share for 1913
Hongkong Electric Co., Ltd.	\$43	90,000	\$10	all	49	Jan.	36	Nov.	42 42 {Interim of \$2 1/2 a/c 1914
Hongkong Ice Company, Ltd.	\$190	7,000	\$25	all	217 1/2	July	174	Dec.	190 190 {£2 for 1913
Hongkong Rope Mfg. Co., Ltd.	\$25	60,000	\$10	all	25	June	22	Apr.	25 25 {Final div. of 6d. making 7 1/2 p.c. for 1913
Hongkong Tramway Co., Ltd.	\$15	325,000	5/-	all	13 1/2	July	7 1/2	Feb.	5 1/2 5 1/2 {Interim of T. 1 making T. 2 a/c 1913
Langkate	\$40	250,000	£10	all	64 1/2	Mar.	28	Dec.	40 40 {80 cts. on fully paid shares and 8 cts. on 1/2 paid shares for year ending 30.4.14
Peak Tramway Co., Ltd. (Old)	\$10	25,000	\$10	all	10 1/2	Jan.	9 1/2	June	10 10 {None
Do (New)	\$1	50,000	\$10	all	93	cts. Jan.	75	cts. Dec.	81 81 {£1.50 for 1910.
Philippines Ltd.	\$5	75,000	\$10	all	10	—	5	—	6 6 {35 cts. for year ending 31/5/14
H. Price & Co., Ltd.	\$6	—	—	—	—	—	—	—	— 17 {£1.00, per share for year ending 31/12/14
Societe des Pulpes et Papiers	\$20	13,200	\$50	all	—	—	—	—	— 7 {70 cts. for 1913
teries du Tonkin	\$20	—	—	—	—	—	—	—	— 7 {50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14
Steam Laundry Co., Ltd.	\$4	20,000	\$5	all	5.00	June	4	Nov.	4 4 {£1. Interim a/c year 31.8.14
Union Water-boat Co., Ltd.	\$17	50,000	\$10	all	22 1/2	Feb.	17	Jan.	17 17
Watson and Co., Ltd.	\$7	90,000	\$10	all	8 1/2	April	6 3/8	Dec.	7 7
William Powell, Limited.	\$6 1/2	2 1/2	£0	\$7	all	9 1/2	Jan.	6 1/2	6 1/2
S. C. Morning Post	\$29	6,000	\$20	all	30	June	22	Dec.	29 29

WRIGHT & HORNBY.

Share and General Brokers.

6, Des Vaux Road Central. Tel. address. Rectitude.

CORRECTED TO MOON FEB. 23, 1915.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

EXCHANGE.

February 23rd.

Selling	Demand India.....132 1/2	T/T France.....2.21	Gold Leaf per tael ..\$57.40
T/T1/9 1/4	T/T Bombay.....2.21 1/2	Demand Paris.....2.21 1/2	Sovereign\$11.10
Demand1/9 3/16	Demand Bombay.....132 1/2	On Haiphong.....7 1/4 p.m.	Bar Silver ready ..22 1/2
30 d/s.....1/9 1/4	T/T Calcutta	On Saigon.....7 1/4	forward
60 d/s.....1/9 5/16	Demand Calcutta.....132 1/2	On Bangkok.....8 1/4	
4 m/s.....1/9 1/2	Demand Manila.....87 1/2	Buyers	
T/T Shanghai.....78	T/T San Fco & N.Y.....42 1/2	4 m/s L/C.....1/9 1/4	
Private 30 d/s sight	Demand New York.....42 5/8	4 m/s D/P.....1/10	
T/T Singapore.....75 1/2	T/T Java.....107	30 d/s L/C.....1/10 1/4	
T/T Japan.....37	T/T Marks.....Nem.	30 d/s L/C & N.Y.....44	
T/T India.....132 1/4	Demand Germany.....Nem.	4 m/s Marks.....2.82	
		4 m/s France.....2.82	
		4 m/s do.....2.82	

Gold Leaf per tael ..\$57.40	Chinese.....20 cts. pieces.....\$22.18
Sovereign\$11.10	Chinese.....10\$22 1/2
Bar Silver ready ..22 1/2	Hongkong 20 cts. pieces.....\$16
forward	Hongkong 10\$16 1/4
SUBSIDIARY COINS.	
Discount per \$100:	
Chinese.....20 cts. pieces.....\$22.18	
Chinese.....10\$22 1/2	
Hongkong 20 cts. pieces.....\$16	
Hongkong 10\$16 1/4	

BANKS.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
36, Bishopsgate, E.C.

BOMBAY, LONDON.
CALCUTTA, MANILA.
CANTON, PANAMA.
CEBU, PEKING.
COLON, SAN FRANCISCO.
HANKOW, SHANGHAI.
HONGKONG, SINGAPORE.
KOBE, YOKOHAMA.

CAPITAL PAID-UP \$3,250,000
RESERVE FUNDS \$4,060,000
(U.S. Gold) \$7,310,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.
N. S. MARSHALL, Manager.
Hongkong, 22nd Oct. 1914

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorised Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 19,250,000

Head Office.—YOKOHAMA.

Branches: Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Tientsin, Yokohama.
Agents at: Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Tientsin, Yokohama.

Interest Allowed on Current Accounts.
Deposits received for fixed periods at rates to be ascertained on application.
EISHI ONO, Manager.
Hongkong, 17th October, 1914.

NOTICES.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.
(Capital Paid up, \$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed: SHEWAN, TOMES & Co. General Managers.
Hongkong, 19th March, 1908.

PEAK TRAMWAY CO LIMITED.

TIME TABLE.

WEEK DAYS.	SUNDAYS.
7.00 A.M. to 10.00 A.M. Every 15 Min.	7.45 A.M. to 10.00 A.M. Every 15 Min.
10.00 A.M. to 11.00 A.M. " 15 Min.	10.30 A.M. to 12.00 Noon " 15 Min.
11.00 A.M. to 12.00 Noon " 15 Min.	12.00 Noon to 2.00 P.M. " 15 Min.
12.00 Noon to 1.00 P.M. " 15 Min.	2.00 P.M. to 3.00 P.M. " 15 Min.
1.00 P.M. to 2.00 P.M. " 15 Min.	3.00 P.M. to 4.00 P.M. " 15 Min.
2.00 P.M. to 3.00 P.M. " 15 Min.	4.00 P.M. to 5.00 P.M. " 15 Min.
3.00 P.M. to 4.00 P.M. " 15 Min.	5.00 P.M. to 6.00 P.M. " 15 Min.
4.00 P.M. to 5.00 P.M. " 15 Min.	
5.00 P.M. to 6.00 P.M. " 15 Min.	

SATURDAYS.
Extra Car at 12 midday.
SPECIAL CARS.
By Arrangement at the Company's Office, Alexander, Buildings, Des Vaux Road.

SINGON & CO.

Established A.D. 1880.
IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Castings, General Storekeepers and Shipchangers, Nos. 35 and 37, King Loong Street, (2nd Street west of Central Market) Telephone No. 515.

CHEAP SALE.

The undersigned, who are giving up business, are now sacrificing all goods.
Special terms for large quantities. Come soon to avoid disappointment.
The following are a few lines carried:
Tweeds, Serges, Woollen Vests and Drawers, Woollen Socks, Belt and Tweed Hats, Panama Hats, Dress and Fancy Shirts, Boots and Shoes, etc., etc.
WING FAT CHEONG, High Class Tailor,
24, Des Vaux Road Central.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$15,000,000
RESERVE FUNDS:
Sterling.....£1,500,000 at 21/-
".....\$15,000,000
Silver.....\$18,000,000

Reserve Liability of Proprietors.....\$15,000,000
COURT OF DIRECTORS:
Hon. Mr. D. Landale.—Chairman.
W. L. Patterson, Esq.—Deputy Chairman.
S. H. Dodwell, Esq.
G. T. M. Edkins, Esq.
O. S. Gubbay, Esq.
P. H. Holyoak, Esq.
J. A. Plummer, Esq.
Hon. Mr. E. Shellin.

CHIEF MANAGER:
Hongkong—N. J. Stabb

MANAGER:
Shanghai—A. G. Stephen.
London—Bankers—London County and Westminster—Limited.

HONGKONG—Interest Allowed:

On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months. 2 1/2 per cent. per annum.
For 6 months. 3 per cent. per annum.
For 12 months. 4 per cent. per annum.

N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the Hongkong and Shanghai Banking Corporation.
N. J. STABB, Chief Manager.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital.....£1,500,000
Subscribed ".....1,125,000
Paid Up ".....562,500
Reserve Fund.....465,000

BANKERS.

Bank of England, London Joint Stock Bank, Limited.

Every description of Exchange business transacted.

